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—IN—

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and
Arkansas National Forest

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Kansas City, Mo.

Ozark Outings

—Along—

The Kansas City Southern Ry.

Spring is here and Summer soon will be and then comes the wish for rest and recuperation.

Let us suggest that for the enjoyment of health and pleasure, there are numerous places along the Kansas City Southern Railway which have splendid scenery, healthful environment, pure crystal waters and medicinal waters and excellent opportunities for out door sports.

People seeking rest and recuperation in well built towns with ample hotel accommodations at moderate cost, situated in and surrounded by a country replete with scenic landscapes, places where the family can be entirely comfortable, will find Neosho, Mo., Sulphur Springs, Ark., Siloam Springs, Ark., Eureka Springs, Ark., Monte Ne, Ark., Baker Springs, Ark., and Bog Springs, Ark., well worthy of an extended visit.

People who wish to be entirely out of doors, who wish to fish and enjoy out-door sports, among them camping out, will find hotel accommodations and also fine camping out places at Anderson, Mo., Elk Springs, Mo., Noel, Mo., and other places.

Information concerning the Ozark Resorts, Fishing and Camping places may be had by writing for a copy of "Ozark Outings" published by the General Passenger Department of the Kansas City Southern Railway, Kansas City, Mo.

Round trip tickets at reduced fares may be purchased to the above mentioned resorts. To some places these tickets are on sale the year around and to others only during the summer. For detailed information concerning rates write to

S. G. Warner, G. P. & T. A.,
Kansas City Southern Railway, Kansas City, Mo.



MAP OF THE KANSAS CITY SOUTHERN RAILWAY

CURRENT EVENTS

APRIL, 1916

F. E. ROESLER, Editor

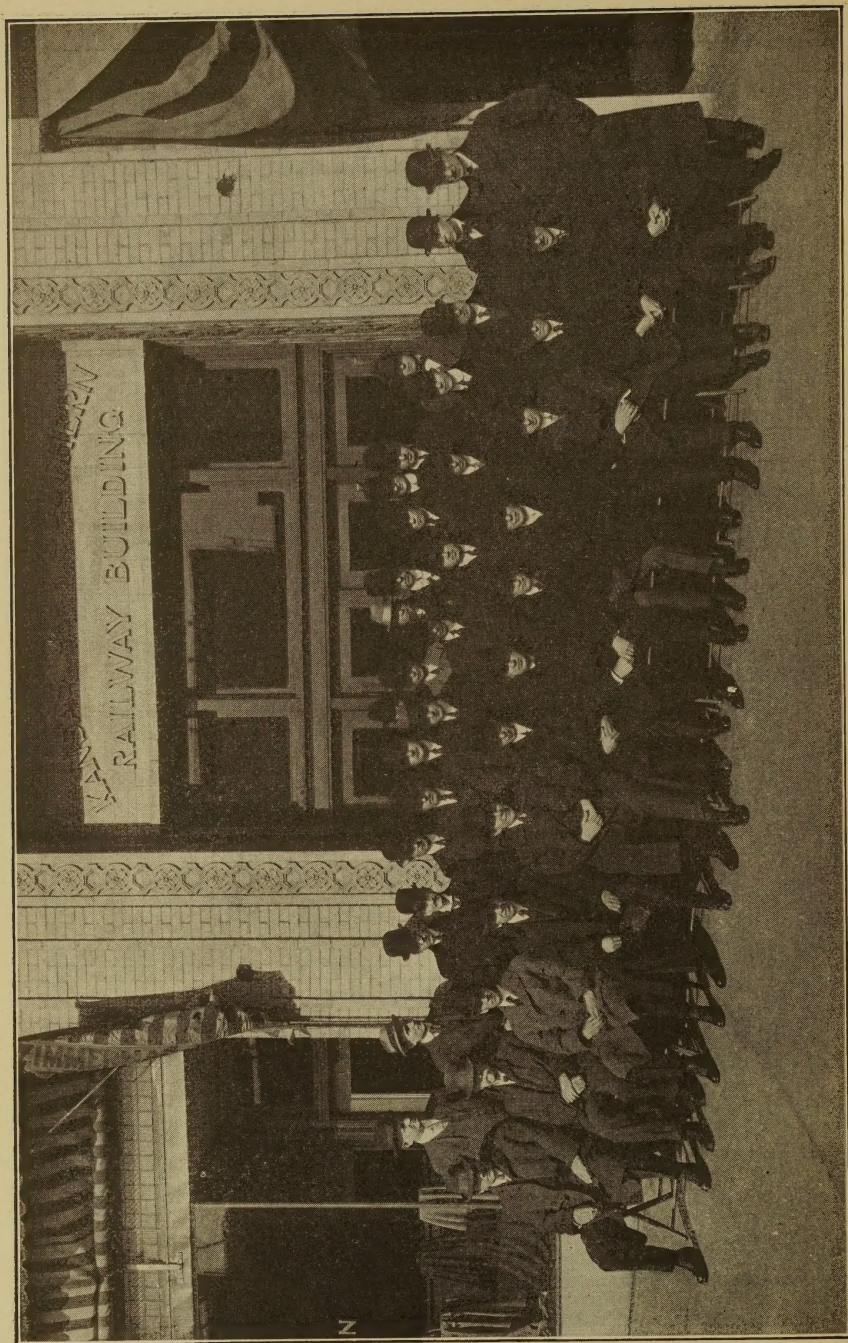
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K. C. S. RY. FREIGHT TRAFFIC REPRESENTATIVES AT ANNUAL MEETING, KANSAS CITY, MO., FEBRUARY 23 TO 25, 1916.

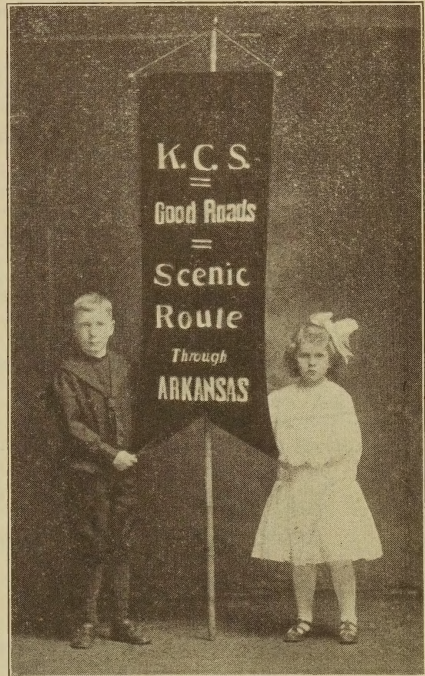
The Great Jefferson Highway.

On December 10, 1915, there was organized in the city of New Orleans, La., the Jefferson Highway Association. Its membership is composed of the representatives of the states, counties and cities along the projected highway, extending from Winnipeg, Canada, to New Orleans, La., a distance of approximately 1,700 miles. The objects to be attained by the Association were to locate the route along the existing completed roads and to promote the construction of new roads in such localities where they were needed and to bring all the roads constituting the Jefferson Highway to a uniform standard of excellence.

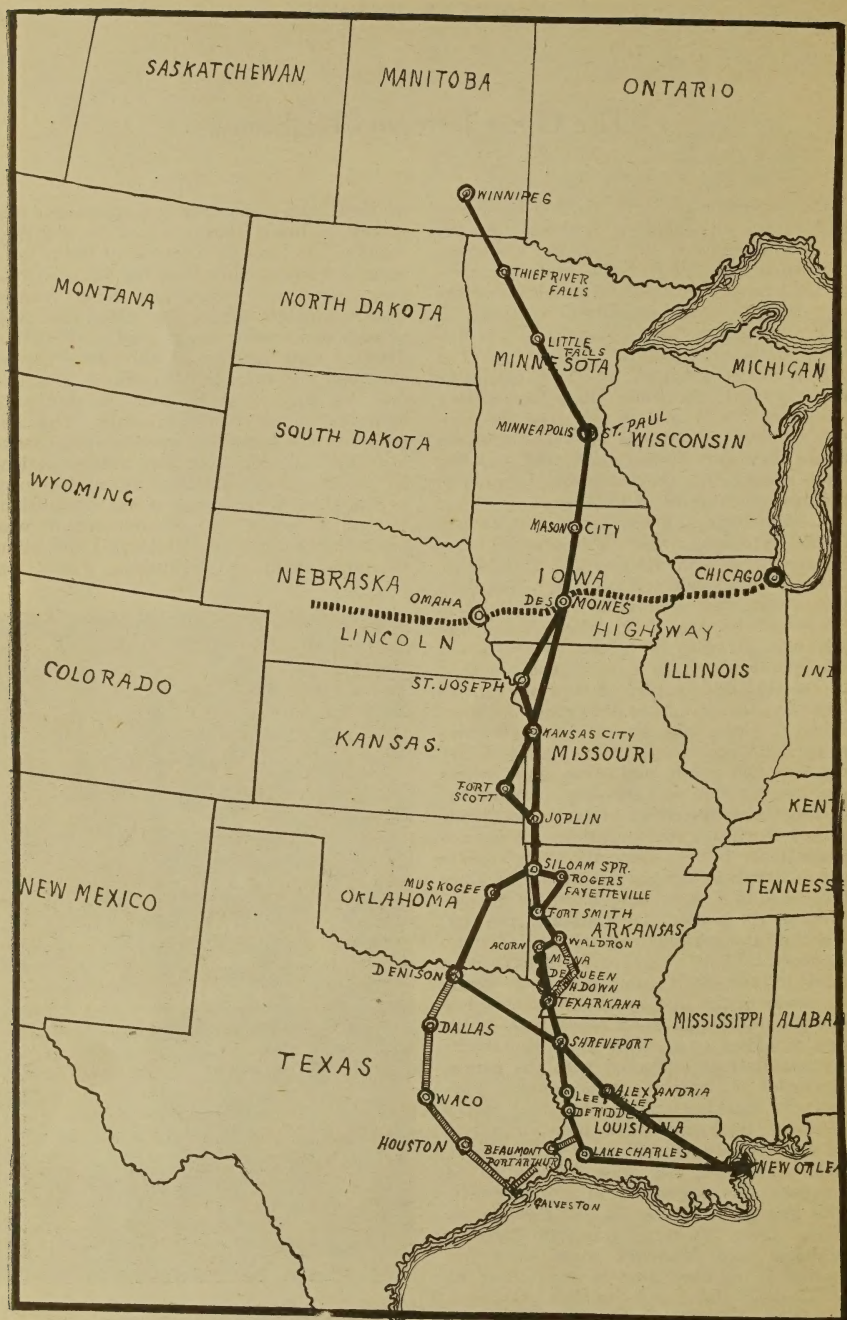
A route was laid out tentatively to run from Winnipeg, via Minneapolis, Des Moines, St. Joseph, Kansas City and Joplin, through Oklahoma and Northern Texas to Shreveport and thence to New Orleans. North of Kansas City, where there are hundreds of miles of completed roads, the principal work to be done is the marking of the existing roads. South of Kansas City the roads are in various stages of completion. There are several hundred miles of splendid rock roads, many miles of dry weather dirt roads and some gaps where new construction is necessary. Under the circumstances the choice of routes was made subject to future consideration. In the organization of the Association each state was allotted a vice-president, whose duty it became to awaken and maintain the interest of the people of his state in the construction and maintenance of the Jefferson Highway. These vice-presidents have been equal to the duties imposed upon them, and never in the history of the country has such an interest in good roads been developed as exists now. Numerous local highway associations, affiliated with the parent association, all working to a common purpose, the marking and the building of the Jefferson Highway, have been organized and are actively at work.

The Jefferson Highway Association of Arkansas was organized at Forth Smith, Ark., February 23 and 24. The delegates, coming from Western Arkansas, Eastern Oklahoma and Missouri, more than five hundred in number, met in convention at the Goldman Hotel and completed their organization. It was a splendid assemblage

of men, who came with a purpose and the intent to bring that purpose to practical results. In the discussions of ways and means, it was found that the funds necessary for road construction could readily be provided for under the Alexander law, in accordance with which, road construction districts may be formed and bonds issued for road construction. Funds so provided may be augmented by such private subscription as may be obtainable. The Association designated no specific route, leaving this question open for future action, but allotted a vice-president for each county in the state represented at the convention. On adjournment the announcement was made that a Jefferson Highway Convention would be held at Texarkana, Texas, on



REYN AND INA BRUSSE, GOOD ROADS BOOSTERS FROM DECATUR, ARK.



THE JEFFERSON HIGHWAY, AS PROPOSED, 1916

March 23d and 24th, to consider the extension of the Jefferson Highway from Texarkana to Shreveport, La., and beyond.

The activities resulting from the convention held at Fort Smith have been marvelous. Every county in Western Arkansas on or near the proposed line of the Jefferson Highway has organized road districts and taken steps to provide the means required for building its part of the great highway, and it is easy to foresee that within a year from now there will be ready for travel a broad rock-surfaced pike, extending from the Missouri state line to the Louisiana state line, through the western tier of counties in Arkansas.

Between Kansas City and Joplin, Mo., the choice is between two routes, both in part rock road and good in dry weather. Both are to be complete rock roads in the near future. From Joplin, Mo., south to Sulphur Springs, the Ozark Trails Association has built a beautiful rock road, equal to the best in the United States. Up to March 1, 1916, the Ozark Trails Association had marked 600 miles of roads to which will be added 300 miles before the June convention of the Ozark Trails Association, to be held at Springfield, Mo. This meeting will be attended by delegations from Missouri, Arkansas, Oklahoma, and Kansas and will be devoted to the discussion of ways and means to build roads and to methods of construction. Mr. W. H. Harvey, of Monte Ne, Ark., is president of the Association. The road system planned, marked and in part constructed by the Ozark Trails Association is part and parcel of the Jefferson Highway System.

In Arkansas as a result of the organization of the Jefferson Highway Association of Arkansas, at Fort Smith, the greatest activity in road building now prevails. It is estimated by Mr. W. B. Owen, chairman of the Arkansas State Highway Commission, that the road work contemplated for the State of Arkansas in 1916, approximately 800 miles, will cost approximately \$5,000,000. A large part of this will be done in the western border counties. In 1915 the total cost of highway construction amounted to \$771,000, distributed as follows: Grant County, 27 miles, cost \$165,000; Jefferson County, 18 miles, cost \$130,000; Lonoke County, 18 miles, cost \$105,000; Pulaski County, 20 miles, cost \$105,000; Little River County, 17 miles, cost \$60,000; Prairie County, 12 miles, cost \$62,000; Pope County, 26 miles, cost \$135,000; Randolph County, 5 miles, cost \$9,000. Pre-

liminary surveys have been made in nearly all counties in the State.

Benton County had a large delegation at Fort Smith. Long before the Jefferson Highway, as a whole, was seriously considered, the work of grading, reconstruction, straightening and connecting the roads was begun. A continuous good road extends from the Missouri State line through to Sulphur Springs, Gravette, Decatur and Gentry to Siloam Springs. Here the main road, following the old Siloam Springs-Fort Smith stage road, now being resurveyed, runs directly southward to Fort Smith. This road was in use before the days of railroad construction and is to be made a modern up-to-date road entering Fort Smith by way of Van Buren. A branch road leads off from Siloam Springs into Oklahoma via Muskogee, Okla., Denison, Texas and Shreveport, La. In the eastern part of Benton County a system of roads originating at Joplin, Mo., runs via Bentonville, Rogers, Fayetteville, in Washington County, Winslow and Van Buren, to Fort Smith. Most of these roads are in excellent condition.

In Washington and Crawford Counties much good work has already been done and since the Fort Smith meeting, measures are being taken to secure improvements and new construction wherever required.

In Sebastian County there is in existence a splendid system of highways constructed several years ago and extended from time to time. When their construction was undertaken no thought had been given to a prospective international highway and so it came that part of the system is available for the Jefferson Highway and that there must be additional construction to make the Sebastian County link of the great highway complete. At a county meeting, held March 1, at Fort Smith, it was resolved to build an up-to-date road from Fort Smith to the Scott County line through Jenny Lind, Greenwood, Witcherville and Huntington. The new road districts, as proposed, will have a length of thirty miles and can be bonded for \$300,000. The line of this road is now being surveyed.

The Commercial Club, of Muldrow, Okla., is fostering a movement to issue bonds in three townships of Sequoyah County for the purpose of building a branch of the Jefferson Highway from Muldrow to Fort Smith.

The Scott County Jefferson Highway Association raised a sufficient fund by private subscription to cover the cost of a

survey through Scott County. Committees of the Association are now canvassing the county to ascertain the sentiment of the taxpayers in regard to the construction of a standard highway to be built from Mansfield, Ark., to Waldron. Three different routes are available between these two points. A similar number of routes are available south of Waldron; one of them by way of Acorn, Mena, DeQueen and Ashdown to Texarkana; another through Montgomery, Pike and Hempstead Counties to Hope, Fulton and Texarkana.

Polk County raised a fund of \$800 by private subscription for the Jefferson Highway survey in that county. The survey was completed by March 10th and the highway definitely located. The approximate cost has been ascertained and the work of organizing the road district and providing for the bond issues for construction is now well advanced.

In Sevier County the highway survey was completed about the same time (March 10th). It was begun at the north line of the county and pushed through to Little River by way of DeQueen, Horatio and Morris' Ferry. The steepest grade is less than six per cent. The work of building the road is estimated to cost approximately \$150,000. The organization of the road districts is going on and the people of Sevier County hope to be the first in Arkansas to actually construct and complete their link in the highway.

Little River County did much of its road building in 1915. A bond issue of \$70,000 was voted and contracts let for an east and west highway and a north and south highway. A movement is now on foot to connect this latter road with the Jefferson Highway in Sevier and Miller counties.

In Bowie County, Texas, a standard road was built from Texarkana to Ogden in Little River County and thence to Ashdown, Ark., in 1915. The Little River County road from Ashdown north to Morris' Ferry will connect with the Sevier County link of the highway.

Miller County, Ark., has completed its road survey from Texarkana south to Fouke on the Louisiana line, a distance of 35 miles. Ways and means for financing the construction of the road are now under consideration. Another highway in this county has been surveyed from Texarkana to Fulton, Ark., with a branch intended to

connect with the Little River County highways.

Up to March 10th nearly 200 miles of the proposed Jefferson Highway through the western border counties of the State had been practically provided for in the various counties. The roads are to be built independently in each county. The Sevier County road will have a length of 32 miles, that of Polk County 60 miles, that of Sebastian County, Fort Smith to Mansfield via Greenwood, 30 miles, the Miller County survey 35 miles, Benton County survey 35 miles and that of Scott County 60 miles.

A general consultation to be held at Texarkana on March 23d and 24th will afford good opportunity to secure more thorough co-operation in providing for and locating the main line of the Jefferson Highway to Shreveport, La.

Caddo Parish, in Louisiana, has a magnificent system of roads radiating from Shreveport and a large amount of new work is done every year. Among the several routes tentatively considered between Shreveport and New Orleans is the Red River Route via Alexandria and Baton Rouge. This route was favored by the convention held in New Orleans, but since then other sections of Louisiana have become interested, with the probable outcome, that there will be several fine highways from Shreveport to New Orleans.

DeSoto Parish, just south of Caddo Parish, has begun an active road building campaign and will form a link in the Jefferson Highway. Bond issue of \$280,000 to be voted on in March, 1916. Sabine Parish, which did some road building in 1915, organized a Jefferson Highway Association at Many, La., February 26, the membership being composed of citizens of Many, Zwolle, Noble, Converse and other towns. A ways and means committee was appointed and likewise a committee to confer with a committee from DeSoto Parish, both committees to report to a general meeting to be held at Zwolle, La., March 3, 1916.

Beauregard Parish will vote on a \$700,000 bond issue for road construction during the month of March, 1916. Among the roads planned is a north and south road, which is to connect with the road systems of Vernon and Calcasieu parishes.

Calcasieu parish finished the construction of its road system March 1, 1916. The work began in the spring of 1914, and completed cost \$1,300,000, including a wagon bridge across the Calcasieu River which alone cost \$150,000. The highways of Cal-

casieu parish are said to be the best in the State of Louisiana.

Jeff Davis parish will hold an election May 29th to vote on a bond issue of \$500,000 for the construction of new highways in the parish. It is contemplated to build an east and west road to be connected with the Calcasieu system of highways.

Jefferson County, Texas, on March 1, 1916, sold road bonds to the value of \$190,000 with a bonus of \$12,162 for the construction of modern roads between Beaumont, Sour Lake and Nome and for the improvement of the existing roads. Jefferson County has a very fine system of public roads built several years ago, connecting Beaumont and Port Arthur as well as other towns in Jefferson County.

According to a report (Circular 52) issued by the Secretary of Agriculture, October 13, 1915, there was expended in the United States during the year 1914 the sum of \$249,055,067 in the construction,

maintenance and improvement of public roads, the aggregate of the state funds, joint funds and local funds used in the various states. Of this sum Arkansas expended \$2,447,368, Kansas \$5,436,504, Louisiana \$4,461,506, Missouri \$8,277,253, Oklahoma \$3,375,000, and Texas \$8,750,000.

The total mileage of roads of all kinds in the United States was 2,273,131 miles, and of these 247,490 miles were surfaced roads—10.9 per cent of the whole mileage. The mileage of the existing surfaced roads is as follows: Arkansas 1,085 miles, Kansas 1,170 miles, Missouri 8000 miles, Louisiana 697 miles, Oklahoma 500 miles, Texas 9,790 miles. Ohio has the greatest mileage of surfaced roads, 28,312 miles; Indiana has 26,831 miles, New York 22,398, Georgia 12,500, Kentucky 10,636, Wisconsin 11,500, California 9,388, Illinois 9,000, Massachusetts 8,928, Michigan, 8,859 miles. In all the other states the mileage varies from 65 miles to 6166 miles.

Homesteads Open for Settlement in the Ozark Region.

The President of the United States by proclamation on February 18, 1916, withdrew from the Ozark National Forest 443,000 acres of land, which after April 20, 1916, may be settled upon and be acquired by such settlers under the U. S. Homestead Laws. This proclamation was followed by another on February 25th, by which approximately 300,000 acres are released from the Arkansas National Forest. Included in this released land in both forests are many desirable tracts already settled upon, but a large acreage is nevertheless available to new actual settlers.

These withdrawals of land from the National Forests take practically all the land from within the forest boundaries which have any value for agricultural purposes. Mining claims can be filed in the remaining forests and it is quite likely that a large number of mining claims will be filed.

Arkansas National Forest.

The Arkansas National Forest lies south of the Arkansas river and is situated in parts of Garland, Logan, Montgomery, Perry, Pike, Polk, Saline, Scott and Yell counties. As described by Mr. Will A. Garner, of Mena, Ark., who was in the Forestry Service (Arkansas Reserve) for several years, the eliminated lands subject to

homestead entry in the Arkansas National Forest are all above overflow and very few tracts are on mountain sides. For the most part they are situated along the small creeks and on the ridges. Such land is very desirable for the growing of vegetables, grain, melons, berries and fruit. Cattle and other live stock do well, because of the abundance of free range which is to be found on the mountain slopes near by, the plentifulness of the water supply and the short, mild winters. Most of the lands are susceptible to a high state of cultivation if properly managed. Much of this eliminated land is near already existing settlements and none of it any great distance from towns and railroads. Good schools are to be found in almost every community and fairly good roads are in use most of the year. The much talked of Jefferson Highway is being surveyed through these lands in several places. These lands are well timbered, some tracts of 160 acres containing as high as a million feet of pine, white and black oak and other timber.

About one million acres were included in the original segregation of the Arkansas Forest, but this acreage has been largely reduced by homestead entries permitted to be made after segregation. The remaining

forest is in the hilly and mountainous parts of the counties mentioned above and the land made available for homestead entry April 20th will comprise about all the land that is tillable. The lands nearest to the Kansas City Southern Railway can be reached by way of Waldron in Scott county, Mena in Polk county and intermediate stations and by way of Ashdown in Little River county.

Ozark National Forest.

The Ozark National Forest is north of the Arkansas river. The eliminated lands subject to homestead entry after April 20, 1916, are scattered over the counties of Baxter, Stone, Marion, Searcy, Newton, Van Buren, Clebourne, Polk, Franklin and Crawford. Receiver W. F. Eatman of the U. S. Land Office at Harrison, Ark., gives the following information concerning these lands: The actual available homestead land in this land district will be between 150,000 and 175,000 acres. This is the second elimination to be made from the Ozark National Forest. When it was first segregated it contained over one million acres. The two eliminations leave it with an area of approximately 500,000 acres. This area, however, is much more contiguous and the boundaries more regular than formerly. These two withdrawals take practically all the lands in the forest which can be used for agricultural purposes. Mining claims can, however, be filed in the forest.

People who contemplate taking homesteads in the tracts eliminated should not be too sanguine or optimistic about the value of this land. They should take into consideration that it is about the last homestead land left, which is not located in the arid or semi-arid section of the United States and that people have been homesteading here for many years. Most of the land included in the elimination is located in the Boston and Leatherwood mountains, in a very rough and broken country. In spite of its rough character, the land is quite productive where it is smooth enough to be cultivated. The country lies in ridges and plateaux. These ridges are from a few hundred feet to a quarter of a mile wide and on these is found the most level land.

Besides the ridges are the mountain slopes, which vary in degrees of steepness, and the small valleys which lie between the ridges. Narrow strips of land can be found in these valleys which are very rich, but they are usually of small area. The amount of tillable land on the average 160-acre homestead will run from twenty to fifty

acres and often will be scattered in several patches. In places the land is covered with loose gravel, which does not, however, interfere with cultivation. The soil will produce anything grown north or south and will produce abundantly. Corn, cotton, small grain, fruits of all kinds and grasses are profitably grown in this section, but the principal revenue producer is live stock of all kinds, which by reason of good pasturage, good water and healthful climate, prosper here.

The lands in the Ozark National Forest can be reached from Kansas City, Mo., via the Kansas City Southern Railway and the Missouri and North Arkansas Railway, changing cars at Joplin, Mo., and the St. Louis, Iron Mountain & Southern Ry., changing cars at Fort Smith, Ark. The Arkansas Forest is reached by way of Mena or Waldron, Ark., on Kansas City Southern Railway.

The United States Land Offices at Camden, Ark., Little Rock, Ark., and Harrison, Ark., the county clerks at Mena, Waldron, Mount Ida, Ark., and Mr. Will A. Garner of Mena, Ark., can furnish further information.

DEPARTMENT OF THE INTERIOR, UNITED STATES LAND OFFICE, Camden, Arkansas, March 16, 1916.

Sir:—

In reply to your inquiry you are advised that the President, by proclamation of February 23, 1916, eliminated a considerable area of land from the Arkansas National Forest. Of the area eliminated approximately 27,800 acres, lying within this land district, will become subject to settlement, in accordance with the terms of the proclamation, at 9:00 a. m., on April 26, 1916, and subject to entry under the homestead law, or other appropriate laws, at 9:00 a. m., on May 24, 1916. Of the land that will become subject to settlement and entry approximately 3,100 acres are in Garland County; 16,600 in Montgomery County; 2,400 in Pike County; and 5,600 acres in Polk County. This land lies in twenty-seven congressional townships; the smallest area in any one township being 38 acres, and the largest area in any one township about 5,700 acres. Eleven townships have fewer than 500 acres each; five have between 500 and 1,000 acres; and eleven have more than 1,000 acres each. Parts of T. 1 S., R. 21 W., T. 2 S., R. 21 W., and T. 1 S., R. 22 W., are in Garland County; T. 5 S., R. 25 W., T. 5 S., R. 26 W., and T. 5 S., R. 27

W., are in Pike County. Ten of the townships are in Polk County.

Persons are at liberty to go upon the land, which is to become subject to settlement and entry, for the purpose of making an examination thereof before the time at which the land becomes subject to settlement. But any person who goes upon said land before 9:00 a. m., April 26, 1916, and performs any act of settlement will be considered as a trespasser, and such person will not acquire any right, nor establish the basis of any claim, by such act. A superior right to a tract of land may be acquired by undisputed settlement thereon after 9:00 a. m., April 26, 1916, or by residence established and maintained after that time, provided such right is asserted by filing an application to make a homestead entry for the land within

ninety days after the date on which it becomes subject to entry, that is, after 9:00 a. m., on May 24, 1916.

Plats showing the vacant public land within the eliminated area will be made and forwarded on receipt of order accompanied by cash or postal money order in payment for same at the rate of one dollar per township.

Very respectfully,

R. D. NEWTON, Register.

O. B. GORDON, Receiver.

Note.—The lands subject to homestead settlement are located in three U. S. Land Office Districts, each of which has control of a large acreage. People desiring to settle on homestead lands should write to the U. S. Land Offices at Harrison, Ark., Camden, Ark., and Little Rock, Ark., in order to obtain full information.

Wages of Railway Men in United States Higher Than Any Other Country.

In what degree the general public and railway employees of the United States are deriving benefits from the roads is best evidenced perhaps by comparison of the average annual wages of railway employees and the average rate per ton mile in the United States with like averages in other countries, affording at the same time, for the benefit of all concerned, a like comparison of the average capitalization per mile of road operated. In no country in the world are the wages of railway employees as high as in the United States; in few countries is the capitalization per mile less and the average ton mile rate lower than in the United States. Study this table:

Country	Average Yearly Wages of Railroad Employees	Average Capitalization per mile of Road Operated	Revenue Per Ton Mile (Cents)
United States (1914).....	\$808	\$ 63,094	.728
Canada (1914).....	700	Pvt. 63,079	.742
		State 66,653	
United Kingdom (1912).....	279	277,346	2.398
Germany (1912).....	404	116,662	1.370
France (1911).....	209	148,625	1.300
Belgium (1911).....	256	192,770	1.130
Holland (1911).....	334	82,795	1.360
Italy (1912).....	354	158,185	Not available
Switzerland (1912).....	365	122,165	2.910
Austria (1912).....	330	121,542	1.500
Hungary (1912).....	300	71,292	1.340
Denmark (1914).....	352	62,763	2.330
Norway (1913).....	Not available	43,788	1.640
Sweden (1910).....	409	33,359	1.530
Russia (1912).....	211	84,299	.940
Bulgaria (1912).....	266	48,660	1.830
Japan (1913).....	114	89,387	.920
South Wales (1914).....	680	75,202	1.740
New Zealand (1913).....	633	53,828	Not available
South Australia (1913).....	507	41,760	1.940
West Australia (1913).....	800	26,080	2.698

Colonizing Beauregard Parish, Louisiana.

Colonization Work of the Long-Bell Farm Land Corporation.

Isolation is the bane of life on the farm. The most expensive piece of land a man can buy, is a farm remote from railway transportation, from good wagon roads, from a good trading town and from friendly neighbors. It is expensive if taken as a gift, because it has no attractions to bring new neighbors and friends, because it lacks educational facilities, and the amenities of social life. Mankind is gregarious and a condition of isolation is abnormal. The lack of easy transport places an embargo on the sale of the products of the farm and means a continuous loss of time and money. The expense of marketing militates against the increase of value of the farm, and usually at the end of half a lifetime the land on an isolated farm is worth no more than was originally paid for it.

This statement, of course, applies only to thinly settled localities, in which settlement has been slow, for lack of quick and easy transportation, or because no one was especially interested in bringing the merits of these localities to the notice of people who were seeking new homes. In the early days of the republic pioneering was unavoidable, but even then the settlement of the country followed the navigable water-courses. Later on it followed the railways, but always the gregarious instinct prevailed, resulting in the building of several

thousand towns around which were clustered the many, many thousands of farms. There is no isolation in fairly well settled localities and the individual who settles in any of them can live in comfort and enjoy social and material advantages, such as good trading towns, good roads, schools, churches, marketing and the co-operation of the neighbors in the larger undertakings for the common good, conditions created by the collective activity of the earlier settlers.

The "neighborhood colony" was a well recognized institution fifty to seventy-five years ago. Land was easy to secure and larger bodies of land could be had to supply the wants of twenty, fifty or a hundred families who would move simultaneously from one locality to another. As the western country settled up the movements became a family movement rather than a clan movement. Later on the railroads, which owned land grants, fostered the settlement of the country their lines traversed until their lands were settled upon.

There are few localities now in the United States where land, in sufficient acreage, may be found to warrant organized colonization. The expenditure of time and money in an effort of this kind is necessarily large, and as the land must be sold at very moderate prices, a movement of this kind is only warranted when a large acreage is



Y. M. C. A. BUILDING, DE RIDDER, LA.



COLONY HOUSE AND HEADQUARTERS, LUDINGTON, LA.

available. The intrinsic value of any piece of land unimproved, which is tillable is at least twenty-five dollars an acre, but as a matter of fact the number of people resident in a given area determines the market value of the land in that area. That is to say, land which can be made to produce anything at all, will surely yield a profit on a valuation of twenty-five dollars per acre, its intrinsic value. The fertility of the soil has in many instances little to do with the market value of the land, because other considerations, the proximity of town, marketing facilities, good roads, schools, churches, etc., enter into the determination of its market value.

Organized colonization is planned always to avoid and overcome the difficulties incident to pioneering. The selection of the location of the land is determined by its railway facilities, proximity to good trading towns, quality of soil, climatic conditions, development of adjacent country and many other considerations. When land is to be judged by hundreds of prospective settlers, it requires excellent judgment and practical knowledge of matters pertaining to agriculture to determine upon a location which will meet all requirements and insure ultimate success to the settlers. A certain percentage of these will fail to attain success, no matter where placed, but if 90 per cent succeed, it is not necessary to worry about the 10 per cent who do not succeed, because the fault is in the settler and not in the land.

Beauregard Parish is not a new field for colonization work. During 1913, 1914 and

1915 the American Farm Land Company, who had purchased 46,550 acres of cut over timber land and had made a thorough study of the resources of the parish, sold all their land, had it settled upon by progressive farmers and stock raisers, and added 1,000 or more new people to the population.

They built up two nice little towns with general stores, lumber yards, hotels, public schools, many town dwellings, secured the building of good roads and opened up more than one hundred farms, with farmhouses, barns and many other things incident to well established communities. The settlers have their religious organizations, farmers' meetings, ladies' clubs and associations, and whatever else is worth while to make life worth living.

The new settlers, already on the ground, in this part of Louisiana are all farmers of practical experience and nearly all of them have good work stock. They are thorough farmers and those who have been on the ground long enough to raise crops, as at Bon Ami, Carson, Pujo and Oretta, have demonstrated that the productiveness of the soil has never been adequately realized by the local farmers of the older generation. The average land holdings among the new settlers are eighty acres per family, though many have larger holdings. Live stock raising and dairying promise to play a most important part in the farm economics of the new communities, and a large acreage is being devoted to permanent pasture and the production of forage.

In the ordinary course of settlement it would have required more than ten years

time to bring this number of settlers to the land. The first among them would have lacked the opportunity for co-operation in matters of mutual interest, and the enhancement of land values would have been very slow. The advantage of colonization work to the new settler lies in the fact that the colonization work will be continued until the last acre is sold and under tillage. The larger the undertaking, the more rapid will be the enhancement of land values, after the lands are settled upon. The local agricultural problems, kinds of crops to grow and the marketing thereof, are usually solved before the colonization work begins. An uninhabited area is turned into a well settled district in a very short time. Values which did not exist before are created by the settling of the people on the land and the new settler soon realizes that the presence of many neighbors is a distinct asset, placing a value on land which was not there before.

The present year (1916) will witness unusual activity in colonization work in Louisiana.

The Long-Bell Farm Land Corporation of Kansas City, Mo., has taken over 300,000 acres of the cut-over lands of the Long-Bell Lumber Company in Beauregard and Vernon parishes. One hundred thousand acres of this land, located near Ludington, De Ridder and Bon Ami, are now being systematically colonized. This work will be vigorously pushed and it is a safe proposition to say that there will be several hundred new farms in Beauregard parish within a year or two. The lands offered the colonists will be low in price as compared with northern farm values, but in point of revenue

producing capacity are equal to the lands in any northern locality.

Beauregard parish, in which these lands are situated, was formerly part of Calcasieu parish, which had an area in excess of three thousand square miles. In 1912 the Louisiana legislature created Beauregard parish, allotting to it twelve hundred square miles. The population in 1915 was approximately sixteen thousand, and the assessed valuation of taxable property in 1912 was \$8,000,000. The parish has about nineteen railroad stations, a dozen or more of which are towns varying in population from one hundred and fifty to more than four thousand. The majority of the townspeople are interested in one way and another in the dozen or more great saw and planing mills operated in the parish. The public school system of the parish is exceptionally good and is being constantly improved. A new high school at De Ridder, costing \$60,000, was completed last year. The country school buildings are modern and attractive and are promptly placed where the school population warrants their construction.

Beauregard parish is traversed by the Kansas City Southern and the Lake Charles & Northern Railways, both running north and south, and the Gulf, Colorado & Santa Fe Railway, running east and west, by way of De Ridder, and besides these there are six or more lumber tram lines connecting the dozen or more immense saw mills with the main lines of the railways. The average altitude of the parish is about 250 feet, being from 50 to 75 feet lower along the southern border, and owing to the rolling contour of the ground, the parish is well drained. The drainage of the parish flows into the Sabine river and its tributaries, to the west, and into the head waters of Hous-



LUDINGTON STATION, LA., ON K. C. S. RY.



GRAPE FRUIT ORCHARD, BON AMI, LA.

ton Bayou and the Calcasieu river, to the east. The parish forms part of the great ridge extending from Shreveport to within fifty miles of the Gulf of Mexico and lying between the Sabine, Red and Calcasieu rivers. There are no swamps or stagnant waters in the parish. Vernon parish forms the northern boundary; Allen parish adjoins Beauregard parish on the east, and south is the new Calcasieu parish; on the west is the Sabine river which separates it from Texas.

The parish was covered originally with an unbroken primeval forest. Today there are many square miles of virgin forest, alternating with great stretches of land denuded of timber yet covered with an abundant growth of grass, long gentle slopes, strongly reminding one of the prairie lands of Illinois and Iowa before they were cut up into farms. Scattered through this forest area are many small farms, some of which have been in cultivation for more than sixty years. The timber still standing is the finest long leaf yellow pine in the United States. It grows on the ridges and rolling lands, which usually have a top soil of dark sandy loam underlaid with a red clay subsoil. There is practically no undergrowth in the pine forests, and land clearing in the cut-over areas is neither a difficult or expensive proposition. Under contract the average cost is from eight to ten dollars an acre. In the numerous creek and river valleys the forest growth consists of various kinds of hardwoods, white oak, red oak, ash, hickory predominating. These valleys have soils as rich as any in the State and in actual cash revenue yield about twice as

much as would an equal acreage of the best lands in any northern State. Compared with the deep black soils of Iowa, Illinois or Nebraska, suited principally for corn production, the upland soils of Beauregard parish could not be esteemed equally rich, but as their range of production by reason of the favorable climate, is vastly superior, the actual money returns per acre from cultivated crops are far in excess of anything that could be accomplished in any of the States named.

The ordinary field crops obtained vary, according to kind of soil used and methods of cultivation, from twenty-five to one hundred bushels of corn, from forty to sixty bushels of oats, from one-third to one bale and a half of cotton, from ninety to one hundred and fifty bushels of Irish potatoes, from one hundred and fifty to two hundred and fifty bushels of sweet potatoes, and from one to three tons of hay. Peanuts, cowpeas, sorghum, broom corn, ribbon cane for syrup, and various kinds of clovers and other forages are more or less extensively grown. Commercial truck, such as onions, cabbages, melons, cantaloupes, radishes, beets, turnips, carrots, strawberries, etc., are harvested during the winter and spring months and shipped to the northern cities, followed by similar crops consumed at home by the large industrial population in the towns. Grapes, plums, blackberries, dewberries are indigenous and the cultivated varieties of these, and peaches, pears, strawberries, oranges and other citrus fruits, Japanese persimmons and figs are found on most farms. Where grown commercially, figs, satsuma oranges, strawberries and

peaches are highly profitable. Beauregard parish is an ideal country for crop rotation, and the land is never allowed to be idle. By rotating the standard field crops with legumes, the fertility of the soil can be maintained indefinitely, particularly so if the farm carries a number of live stock. Usually several crops are annually harvested from the same land.

The parish is not an untried country from an agricultural standpoint, nor has it been tried and found wanting. Small farms, until recently somewhat few and far between, are found in all parts of the parish and many of them have held up under sixty years cultivation. Most of the farms have more or less live stock, including horses, mules, cattle, hogs and sheep, all of which are raised at a minimum cost. The open pasturage is good ten months in the year. The climate is so mild that only a minimum of winter feeding is needed, and in few localities elsewhere can forage be produced so economically as here. The future wealth of this region will be in its live stock production. The live stock in the parish in 1914 consisted of 1,950 horses, valued at \$117,-

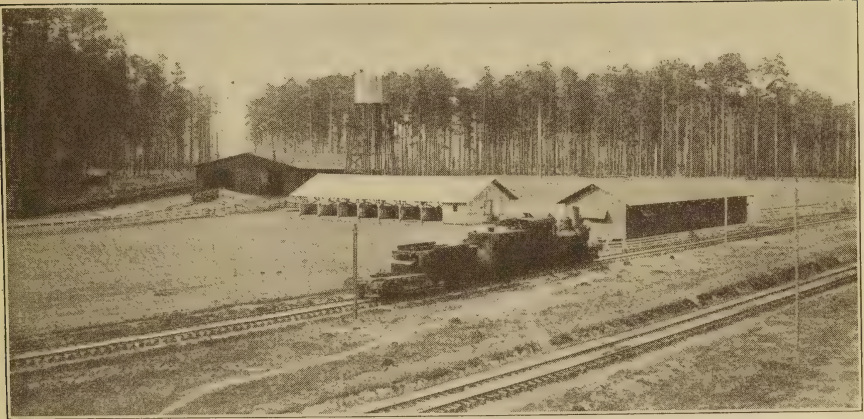
000; 600 mules, valued at \$48,000; 3,500 head of cattle, valued at \$105,000; 1,000 hogs, valued at \$5,000, and 30,000 head of sheep, valued at \$90,000.

The annual rainfall is about 53 inches, usually well distributed throughout the year. The water supply for live stock and for domestic purposes is unailing. Springs, brooks and streams are very numerous, and running water is abundant. Fine potable water, free from lime or alkali, is found in all parts of the parish, in wells from twenty to forty feet deep. Public health is good and the climate pleasant all the year around.

The area of Beauregard parish, in acres, is 732,900. Prior to 1914, before the colonization of the cut-over timber lands began, the acreage in cultivation was 9,860, some 467,000 acres being used as pasture and meadow. The magnificent timber, including the land, aggregating several hundred thousand acres, was acquired by the lumber companies who operate twelve saw mills and planers requiring the investment of \$4,000,000. The annual output of these mills is 200,000,000 feet, valued at \$2,000,000. Until



CORN FIELD NEAR DERIDDER, LA., JUNE 14, 1915.



PINE FOREST NEAR LUDINGTON, LA.

the merchantable timber was removed, very little land was available for agricultural purposes. Until the Kansas City Southern Railway was built there was no outlet for the products of the country, except for cotton, which could be hauled long distances by wagon. For the reasons above mentioned, these lands, well suited for general farming and for stock raising, are very low in price at present, but will rapidly increase in value because their settlement is being intelligently and energetically promoted by the land owners.

The present colonization movement is centered around Ludington, De Ridder and Bon Ami, the colony house and headquarters being at Ludington.

Ludington has about 400 inhabitants, a yellow pine saw mill of 125,000 feet daily capacity, owned by the Long-Bell Lumber Company, a large general store, hotel, public school, etc.

De Ridder is the judicial seat of the parish (county) and has a population of four thousand. It is an attractive, well-built town. Fourteen hundred men are employed in the saw and planing mills and have a monthly payroll of over \$50,000. The Kansas City Southern Ry., the Gulf, Colorado & Santa Fe Ry., and the Lake Charles & Northern Ry. enter De Ridder and afford excellent transportation facilities.

There are in De Ridder the First National Bank and the Lumberman's State Bank and Trust Co., with a joint capital of \$125,000, and deposits of \$284,882.68, a modern ice plant, electric light plant, two newspapers, steam laundry, two commodious hotels, three churches, opera house, water works, a fine high school, several graded

schools, bottling works, iron works and numerous minor industries. All the business buildings are substantially constructed of brick and stone. The commercial stocks carried are large, and the business men are public spirited and enterprising.

Bon Ami, La., three miles south of De Ridder, has a great saw and planing mill, with a capacity of 300,000 feet of lumber per day, and the capacity of the planing mill is 200,000 feet. Connected with the plant is a box and crate factory. The population of the town is about 1,500. The town has a general store with a stock valued at \$35,000, a hotel, church, school, lodge building, auditorium, long distance and local telephone service.

The Long-Bell Demonstration Farm, comprising about 480 acres, is situated here, and has been in cultivation about eight years. Comprehensive tests have been made in nearly all agricultural and horticultural lines, as well as in the raising of live stock, and, in general, the results obtained have been very satisfactory. This farm contains a large vineyard, a peach orchard, fig orchard and an orange grove, and, on a small scale, pears, plums, pecans and other fruit and nut trees have been tried out. The farm cannery markets several carloads of preserved figs annually, and shipments of peaches, potatoes and other products are made each year. Nearly all the standard field crops, including corn, oats, cotton, cowpeas, peanuts, the various sorghums, Irish and sweet potatoes berries, etc., have been grown and their values determined. Experimental work in the direction of forage production and scientific stock breeding has, been carried on for several years.

Fishing for Sport in the Gulf Coast Region

(Beaumont Enterprise.)

Feel lazy today? Feel like you would like to get away from that desk and get some fresh air—get away from everything that smacks of sordid business; get out in a boat in some shady creek and drift lazily with the current and fish, just fish and enjoy life?

If you have red blood in your veins, you must like to fish. You may not know that you are a fisherman. You may never have tasted of the pleasures of this great sport. But if the fishing bug ever gets a nibble at you, look out. Business then will become a means to an end, and that end will be to accumulate money to invest in fishing tackle. Once this fishing bug bites you, you are ruined for life. Even baseball ceases to enthuse you as it once did. When you are not fishing you will want to be off in some cool place telling your friends about that last big catch you made.

There is one bad feature of the sport of fishing. It has a tendency to develop liars. One fisherman relates a good fish yarn, the major portion of which perhaps is true. It is so far in advance of anything you have ever experienced that you feel that you must meet the competition, so you stretch that last catch you made to equal or exceed the one which your fellow nut has just told you about, and soon you are one of the smoothest fish liars in the country.

If you want to taste of the joys of life, if you want to live for a day, make friends with one of the thousands of fishermen in Beaumont and go with him some afternoon to his favorite fishing resort and let him teach you the rudiments of the art. When you land your first bass you will then begin to live.

The Beaumont country is famed for its excellent fishing resorts. There is not a section of Texas where the fishing is better than in the vicinity of Beaumont.

The most fastidious fisherman can find water and fish to his liking within reach of the city of Beaumont. If he wants to take some large ones from the salty deep, all that is necessary is to provide with the proper tackle, go to Sabine Pass, rent a boat piloted by a guide who knows the habits of the big ones. Some monsters have been caught in the vicinity of Sabine

Pass, and there are any number down there that have not been caught.

The Sabine Pass Fishing Club, to which the major portion of the sportsmen who prefer salt water fishing belong, opens for the season June 1st. The club has a beautiful home out from Sabine Pass. Boats and tackle are kept at the club house. This is one of the most popular resorts on the Gulf Coast, and although the club is young in years, it has proven a success.

Most any of the fishermen around Beaumont who do salt water fishing can tell of thrilling catches off the coast at Sabine Pass. The tarpon is the fish that gives the sea fisherman the greatest sport.

One of the largest tarpon that has been landed in these waters was caught by Tom Fuller off the coast at Sabine Pass about two years ago. The fish measured six feet two inches, was caught on a twenty strand tarpon line, and about an hour was required to land it.

The salt water fish to be found in the vicinity of Sabine Pass consist largely of croakers, a small fish which looks very much like a trout and weighs about one-half pound; piggies, a fish weighing about half a pound and looking very much like a perch, which derives its name from the fact that it grunts like a pig; sheephead, a fish weighing from one to six pounds, and having a head like a sheep; red fish, a fish that derives its name from its color and weighs from one to forty pounds; Jewfish, sometime called bass, a fish looking very much like a bass and weighing from twenty-five to 600 pounds; mackerel, which weigh from one to six pounds, and tarpon which weigh up to 600 pounds.

Of all the sea fish found in these waters the tarpon is perhaps the gamest. A good sized tarpon when he strikes a hook and is hung will jump out of the water, then start for the open sea. They will take an ordinary boat out to sea as if it was a feather. An hour or more is usually required to play a tarpon down. The meat of the tarpon is not good to eat.

Many fishermen prefer mackerel fishing to all other classes of deep sea fishing. The mackerel is a game fish and will strike at a fly or lure.

Croakers and piggies furnish great sport for fishermen and they are very palatable. It is also great sport to catch sheepshead fish.

Accommodations in the way of boats and tackle can always be obtained at Sabine Pass, and any fisherman who goes there when the water is right and is looking for real sport will get all he wants.

Salt water fish can also be caught out of Keith Lake, a body of water between Port Arthur and Sabine, about twenty-two miles from Beaumont. A number of bayous near the Gulf contain salt water fish.

Village Creek Is Bass Fisherman's Haven.

Bass fishermen find a haven at Village creek, a clear, cold spring creek, rising in Polk county and emptying into the Neches river about thirty miles above Beaumont. Village creek abounds in good fishing places. Although this creek is fished constantly, there seems to be no sign of it being fished out. The water is ideal for the game bass. There is perhaps more fly fishing in Village creek than in any other stream or lake within the vicinity of Beaumont.

The fly fishermen of Beaumont have organized a club and erected a club house on the banks of Village creek near Fletcher. Here the club boats and fishing paraphernalia are kept. Facilities are provided for the fishermen who want to go there and spend the night. Negro boatmen can be obtained at the club house. It is no feat at all for a fly fisherman to take fifty or sixty nice bass in one afternoon.

The fishing in Village creek, however, is not confined to bass. Sun perch, goggle eyes and white perch abound in Village creek.

The United States government two or three weeks ago put 8,000 bass minnows in Village creek near Fletcher.

The water in Village creek is pure limestone and is cold enough to drink on the hottest day. The creek has a good swift current and plenty of rapids and still holes to make it a most attractive fishing stream.

Camp Carleton is located near the mouth of the creek, and many fishermen frequent this camp every week during the season.

Village Creek can be reached by automobile or train. The majority of the fishermen who go from Beaumont go by rail on the Santa Fe to Fletcher, which is on the banks of the creek. Some of the best fishing places on the creek are to be found in the vicinity of Fletcher.

Cypress creek, which empties into Village Creek in Hardin county, is a good stream for perch and bass. The road from Beaumont to Kountze crosses Cypress a short distance southeast of Kountze.

Hickory creek, another Hardin county stream, abounds in good fishing places. It is accessible by wagon road.

The bayous in this section furnish some good fishing. Bass, perch, Opelousas cat, gaspergou and bream abound in the bayous.

Mayer's bayou, which empties into the Neches about four miles below Beaumont, can be reached by boat or by wagon road. Some nice catches have been made in this bayou.

Taylor's bayou, which is crossed by the La Belle road about twenty-five miles from Beaumont in a southerly direction, furnishes the best Opelousas cat that can be found in this section. This is a most delicious fish, entirely unlike the mud or channel cat. Fish of this variety weighing as much as forty pounds have been caught in this stream. While no accommodations in the way of club houses or hotels are to be found on this bayou, there are any number of good camping places along its banks.

Bayou Den is a Beautiful Little Nook.

Bayou Den, a little nook off the Hildebrand bayou on the La Belle road about fifteen miles south of Beaumont, is a beautiful fishing place. It abounds in white perch and bass.

Green Pond gulley in the Lawhon woods about sixteen miles west of Beaumont, accessible only by dirt road, is one of the best fishing places in this vicinity. The largest bass that has been caught in this section in years was snagged last season in Green Pond gulley by John L. Keith. It weighed eight pounds.

While Salt bayou in Chambers county about twenty miles south of Stowell is a good distance from Beaumont, the excellent fishing that this stream offers attracts fishermen from Beaumont and vicinity. This stream is affected by the tides. Near the mouth of it salt water fish are caught, but higher up the fresh water fish can be found.

Fine Bass and Perch Fishing in the Lakes.

Among the best lakes in the vicinity of Beaumont for fishing is Lovell's lake, which is about eighteen miles from Beaumont on the La Belle road in a southerly direction. This lake can be reached by automobile or buggy. The lake is about three miles long, about one-fourth of a mile wide, and has an

average depth of about five feet. This lake is frequented by Beaumont fishermen more, perhaps, than any other body of water in this vicinity. It abounds in striped bass, big mouth black bass, bream, goggle-eye perch, sun perch and catfish.

Perhaps the largest catch ever made in Lovell's lake was made this season about two months ago, when Dr. J. A. Adkisson, Joe Trayhan, F. C. Fontaine and Teddy Morgan caught 300 beautiful bass and perch in one afternoon.

Beard's lake, about three miles above Beaumont in Orange county, is another good fishing lake. This lake is fed by the Neches river, and has a mean depth of about nine feet. It can be reached by boat. The short distance makes it just a nice morning tramp from Beaumont, if one prefers the exercise.

Massey's lake, in Hardin county, is another resort for Beaumont fishermen. It can be reached by automobile or other road conveyance, or one can go to Fletcher on the train and walk out to the lake, which is only about three miles from the Fletcher depot. This lake is one and a half or two miles long, about 100 yards wide and has an average depth of about thirty feet. It is fed by springs. The fish most commonly caught in this lake are big mouth black bass, bream and perch. This lake is fine for bait fishing and for casting and trolling. It is most too deep for the fly fishermen.

Cook's lake, which is four miles south of Loeb, accessible by train or by auto, is also a good fishing resort. Bait fishing has been found the most successful in this lake.

If you expect to get anywhere in this fishing game and win the respect of fishermen the first thing necessary is to inform yourself on the subject of tackle.

The Subject of Tackle is Deep and Mysterious.

There are so many kinds of tackle for the various kinds of fishing that it would take an ordinary life time to master the subject, but if approached carefully, aided by the advice of an old sportsman the amateur ought to learn enough about tackle in one season to enable him to spend all his spare money buying it. There is tackle and tackle. Every fisherman will have a different layout, and some of the most heated arguments in the sport arise over the kind of tackle that is best for certain varieties of fishing.

The final object in this fishing game is to kid a fish into believing he is going to get a good meal when he takes hold of your bait and after he has been hung then flirt with him until he gets weary and surrenders.

The longer the fish fights and the harder he is to land, the better the sport.

The first thing is the rod. Now, game fishermen and sportsmen have decreed that just any old switch that will hold a line is not fit to fish with. If you have a rod that costs less than \$5 you are not in the game fish class.

Rods for game fishing are varied in weight, size and price. The weights vary from one and one-half ounces to twelve ounces and the prices from \$1.50 to \$150, the \$150 rods, however, are exclusive for thoroughbreds that fish at resorts frequented by a large number of people. It is absolute folly to buy a \$150 rod to fish with. They are made for exhibition purposes. One of the best poles made can be purchased for \$25, that is fly poles and a good serviceable pole can be obtained for \$5. The majority of fishermen in this section use poles costing from \$5 to \$15.

It is generally accepted among fishermen that the split bamboo rod is best for fly fishing and casting. Rods vary in length from 8 to 10½ feet. About six months time is required to make one split bamboo rod. Only the outside of the bamboo cane is used, all the pith being taken out. The bamboo is cut into triangular strips and then glued together, wrapped, guides placed on it and varnished. A number of coats of varnish are required. The fly rod has the reel seat below the hand hold. Steel rods are sometimes used for fly fishing, but they are not nearly so satisfactory as the split bamboo. To insure compactness the fly rod is divided into sections about three feet long. A good fly rod has lots of resilience and is light, these two qualities being absolutely essential.

The casting rod is made by the same process as the fly rod, the only difference being that it is shorter and has the reel seat above the handhold instead of below it. Casting rods vary in price from \$1.50 to \$25. A good one can be obtained for about \$5.

Reels for Fly Fishing Are Not Expensive.

After you have bought your rod, the next thing to consider is a reel. This is about the cheapest instrument connected with fly fishing and about the most expensive when you are equipping yourself for casting and trolling. For fly fishing all that is required of a reel is a place to wind the line. The fly reel must be light. A good fly reel can be purchased for from 75 cents to \$1.50. Casting reels cost from \$5 to \$500.

If you are planning to fly fish the next thing necessary is the line. A good quality

silk enameled line can be bought for from \$1.50 to \$7.50, the line costing about \$2.50 being the one most used. A size E line is preferable for ordinary fly fishing. This line is plenty heavy for the gamest trout or bass and twenty-five yards, which is about the proper length, will wind easily on an average sized reel.

With all these questions settled the next thing to consider is the fly. This is a deep subject. The fisherman who knows the kind of a fly to use in certain water, at a certain time of day, is a past master. The average fisherman spends a large portion of his income for flies. His fly book is a regular menagerie. This is another subject that will invariably get an argument out of a fisherman, for no two of them agree on the kind of an artificial fly that fish strike more readily. There are about a million varieties. Among the most common are Ferguson, Rubewood, Grizzly King, Col. Fuller, Cow Dung, Professor, Royal Coachman, Blue Bottle, Queen of the Waters, Yellow May and Cheny. About the only rule that can be laid down for the use of flies is that the light colored ones are generally better for early morning and later afternoon and the dark ones for midday. However, there may be times when this rule won't work. The only sure way is to try 'em out and find what they are striking.

The leader is another part of the fisherman's kit that must not be overlooked. Leaders are made from the gut of the silk worm. They vary from three to nine feet in length and can be obtained in the tan, mist and smoky colors. The leader attaches to the end of the line and the flies are attached to snells which are in turn attached to the leader. It is possible to use five or six flies on one leader. The snell is simply a short piece of leader to which the fly is attached.

This completes the outfit for fly fishing. A casting and trolling outfit is slightly different. The rod for casting is shorter and has the reel seat above the handhold and the reel runs easier and is more expensive. Wooden minnows and spoons are used for bait in this kind of fishing. Wooden minnows are made in various colors and carry from nine to fifteen hooks. Trolling spoons are made from aluminum, brass and shell.

Reasonable Priced Fishing Equipment.

To be specific, here is a kit with which game fish can be caught:

One fly pole, African vine or split bamboo	\$ 5.00
Fly book, to keep flies in	2.50

One line, silk enamel	1.50
Leader box.50
Two leaders.	1.00
Dozen snells.30
One reel.	1.00
Landing net.75
Dozen flies.	3.00

Total. \$15.55

An equipment for casting is as follows:

Casting rod, split bamboo	\$ 1.50
Reel.	3.00
Line.	1.50
Three wooden minnows	2.25

Total. \$ 7.25

There is perhaps not a section of the state in which there are so many good fishing streams and lakes as in the section around Beaumont. Beaumont fishermen are always glad to show the good places to strangers who love the sport, for they know there isn't the least danger of a shortage of fish.

When the intercoastal canal is completed it will be possible for capitalists and tourists who live in the cities along the Mississippi and Ohio rivers to steam down the Mississippi in their private yachts and across to Beaumont through the canal without ever exposing themselves to the open sea. If they choose to come in the fall they can anchor their yachts in the Beaumont harbor and spend the entire winter hunting. Or if they had rather make a summer trip they can find any amount of fishing in the streams and lakes in the vicinity of Beaumont.

THE MAN WHO WINS.

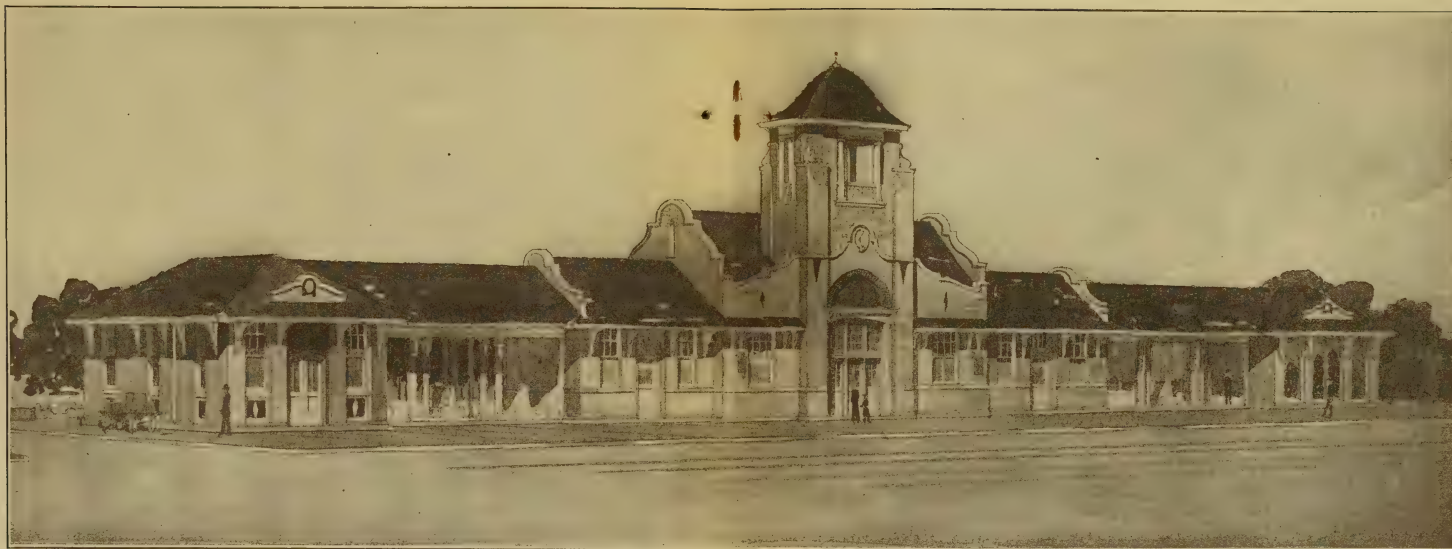
The man who wins is an average man,
Not built on any particular plan,
Not blest with any peculiar luck,
Just steady and earnest and full of pluck.
He goes at a task with ginger and grit
For he is determined to conquer it.
When asked a question he does not
"guess"—

He knows and answers "No" or "Yes."
When set a task that the rest can't do,
He buckles down till he's put it through.
He studies his duty as to why and how;
His practiced motto is "Do it now."
Three things he learned; That the man
who tries

Finds favor in his employer's eyes;
That it pays to know more than one thing
well;

That it doesn't pay all he knows to tell.

—Anonymous.



NEW KANSAS CITY SOUTHERN RY. STATION AT BEAUMONT, TEXAS, UNDER CONSTRUCTION.

Some New Railway Station Buildings on the Kansas City Southern Railway

Among the many items of expense incident to the operation of railroads is that pertaining to the maintenance of the stations and depot grounds. With the growth of town and country many station buildings become inadequate and must from time to time be replaced by new structures. In 1912, 1913 and 1914 some seventeen new station buildings were erected along the Kansas City Southern Railway, the most expensive and important being the Union Station at Joplin, Mo., the Union Station at Fort Smith and the Division Terminus layout at Watts, Okla. Handsome, commodious buildings, modern in every respect, were built at Ashdown, Ark., De Ridder, La., and Poteau, Okla.

In 1915 several new station buildings were completed and the construction of others begun. The largest and most expensive

of these is the new station building at Beaumont, Tex.

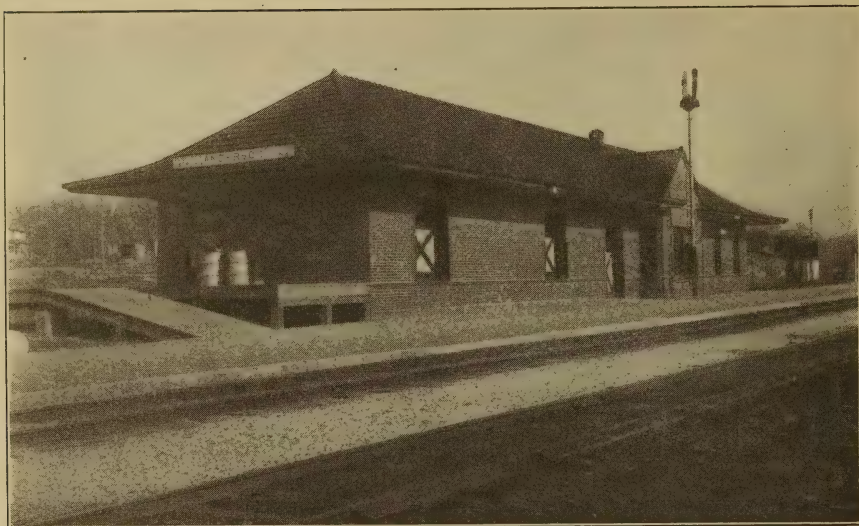
The railway reached the city of Beaumont early in 1897 and a few months later the old station building, now being replaced, was built. Beaumont at that time had about 7,000 inhabitants and the layout, including the yards, trackage, passenger and freight buildings, etc., was considered ample for a long time to come. The oil developments of 1901 practically trebled the population in less time than a year and enlargements and improvements in the railway facilities became necessary.

The new station building now under construction will have a width of fifty feet and a length of two hundred and twenty-three feet. It will be constructed of brick and stucco and be covered with a red tile roof. The main waiting room will have a marble

Terrazzo floor and wainscoting of brick trimmed with white oak. All other floors will be made of finished concrete to be hardened so as to prevent dusting or chipping. One of the most attractive features will be the entrance, which is in the center of the building and is opposite Jefferson street, which ends here. To the right of the entrance inside the building will be the waiting room for whites, attached to which is an open pavilion which can be used in summer time and to the left of the entrance is the waiting room for negroes. From the waiting rooms a vestibule will lead to the ticket window. The general design is in the mission style and is highly attractive. A hot water system supplies the heat for the entire building. The passenger platform, six hundred and sixty feet long and paved with brick, as well as the main build-

ing, will be lighted with electricity. The new structure will be one of the most modern and comfortable buildings of its kind. Much new land had to be purchased in order to secure the necessary room for the new building and its approaches. The cost of this building amounts to \$75,000.

Spiro, Oklahoma, has now under construction a new passenger depot. This building has a length of one hundred and thirty feet and a width of thirty feet. It is being built of brick and will be covered with a red tile roof. The building and passenger platform will be lighted with electricity. This is a junction building with the main track on the west side and the Fort Smith branch on the east. The new building is so located that backing up movements of trains are eliminated and that the transfer of baggage and express can be



NEW K. C. S. STATION, ANDERSON, MO.

made directly from the branch line trains to those of the main line and vice versa. The passenger platform, paved with brick, will be 510 feet long on the main line and 400 feet long on the Fort Smith branch track. The station building will be up to date in all its appointments and there will be some shifting of tracks in order to separate the movement of passenger trains from that of the freight movement and secure greater comfort and safety for people having business at the station. The cost of the new building will be \$17,000.

Spiro, Okla., has a population of 2,260 and is south of Kansas City 311.7 miles. Spiro has two large cotton gins, two prosperous banks, an opera house, a brick plant, cotton compress, a waterworks plant, electric light plant and about thirty-five mercantile establishments, the largest of which do an annual business of \$75,000 or more. The town handles from 10,000 to 15,000 bales of cotton per annum and ships from 100 to 600 carloads of potatoes, the bottom lands near Spiro being excellently adapted to this crop. All the adjacent country is underlaid with a good quality of coal.

Stilwell, Okla., has a new combination freight and passenger depot completed in 1915. This building has a length of one hundred and twenty feet and is twenty-six feet wide. It is built of brick and stucco

and is covered with a slate roof. The building and passenger platform, which is paved with brick and is four hundred and fifty feet long, are lighted with electricity. In the building there are separate waiting rooms for white people and for colored people, and a freight room and a baggage and express room. A freight platform extends from the center to the southeast corner and is protected by an overhanging cornice which encircles the building and shelters all approaches. The cost of this station building is \$12,500.

Stilwell has a population of 2,612 and is 258.4 miles south of Kansas City, Mo. The town, which is the county seat of Adair county, has about twenty-five mercantile establishments, two banks, several large cotton gins, flour mill, bottling works, steam laundry and minor industries. The principal shipments from Stilwell consist of cotton, poultry and eggs, cattle, hogs, sheep and hardwood lumber and timbers. The town and adjacent country are growing rapidly.

Sallisaw, Okla., has a new combination passenger and freight depot completed in 1915. It has a length of one hundred and forty-three feet and a width of twenty-six feet. The construction is of brick and stucco covered with a red tile roof. The building and passenger platform are lighted with electricity. The passenger platform has a

length of 450 feet. The cost of the building and improvements was \$15,000.

Sallisaw has a population of about 3,600 and is south of Kansas City, Mo., 291.8 miles. It is the county seat of Sequoyah county and has about 75 mercantile establishments, five cotton gins, one cotton seed oil mill, three banks, a waterworks system, electric light plant, well graded streets and paved sidewalks. Sallisaw handles from 12,000 to 15,000 bales of cotton annually and is a large shipper of live stock, poultry, fruits, potatoes and strawberries. It is a rapidly growing place and the adjacent country is enjoying a steady growth.

Siloam Springs, Ark. A new passenger station was completed here in 1915 at a cost of \$15,350. It is a building twenty-six feet wide and one hundred and forty-eight feet long and is constructed of brick and stucco and covered with a red tile roof. The waiting room has a marble Terrazzo floor and the building is attractive in design and up to date in its appointments. The passenger platform is paved with brick, has a length of 450 feet and is lighted with electricity. The old frame depot, twenty-four feet wide and one hundred and four feet long, was moved to a new location and remodeled, making a commodious freight office and warehouse building.

Siloam Springs has a population of 3,525 and is south of Kansas City, Mo., 229.4 miles. The industrial enterprises consist

of an electric light plant, waterworks system (both municipal undertakings), a meal and grist mill, flour mill, large ice and cold storage plant, water shipping plant and bottling works, two steam laundries, foundry and machine shop, broom factory, an immense vinegar factory, a cannery, creamery and several fruit evaporating establishments. The mercantile enterprises are represented in two national banks, one state bank and some thirty to forty mercantile houses. The shipments from Siloam Springs in an ordinary year amount to from 20 to 30 carloads of wheat, 50 to 75 carloads of apples, 25 to 30 carloads of poultry, 50 carloads of eggs, 20 to 40 carloads of cattle, 25 to 35 carloads of horses and mules, 15 to 25 carloads of hogs, together with large shipments of berries, dried fruits, dairy products, bottled carbonated waters and ice. Siloam Springs is famous as a health resort and during the summer months the population is enlarged about thirty per cent by visitors from other localities.

Anderson, Mo., has a new combination passenger and freight depot, completed in 1915. This depot is twenty-four feet wide and one hundred and twenty feet long, with a brick paved passenger platform four hundred and fifty feet long. The construction is of brick with a red tile roof and a marble Terrazzo floor in the waiting room. It is a modern, up-to-date building and is lighted



NEW K. C. S. RY. STATION, STILLWELL, OKLA.



NEW K. C. S. RY. STATION, SILOAM SPRINGS, ARK.

with electricity. Anderson has had three depot buildings prior to the construction of the new one. The first was built in 1896. All of the old buildings were moved intact to other locations and are still in use as residences or store buildings.

Anderson has a population of 1,600 and is south of Kansas City 191.7 miles. There are in the town about fifteen mercantile establishments, the State Bank of Anderson, a waterworks system, electric light plant, two flour mills and one grist mill.



NEW K. C. S. RY. STATION, SALLISAW, OKLA.

Grain, live stock and the handling of fruits and berries and poultry products comprise the principal business of the town. The live stock shipped annually is valued at about \$500,000 and the income from fruit and poultry is about \$200,000. The shipments from Anderson in an ordinary year consist of 4 to 10 carloads of poultry, 10 to 12 carloads of eggs, 40 to 60 carloads

of cattle, 65 to 75 carloads of hogs, 4 to 8 of horses and mules, 10 carloads of sheep, 5 to 10 carloads of grain, 15 to 20 of hay, 5 to 15 of mill products, 35 of apples, 7 to 10 of cantaloupes, 50 to 75 of strawberries, 90 to 120 of lumber and logs, 150 carloads of railroad ties, fence posts, mine props and cordwood. Cream, wool, mohair, hides and pelts are also shipped in considerable quantity.

Miscellaneous Mention

OYSTERS FROM SABINE PASS.

A colored man from Sabine came up to the city recently from the pass with a boat load of oysters, an incident somewhat out of the usual when one recalls that river freshets killed the oyster beds in the pass for the past two summers.

The oysters in question, which the negro was opening in the skiff for the local market, were very large, white with fat and extremely salty. He explained conditions by stating that he had tonged his cargo from a reef on the bar and worked in twenty feet of water. The extremely saline condition of his oysters attested to the truth of his narration.

The fisherman relates that at the present time fresh water catfish of large size are being caught in the pass as far down as the lighthouse, the fish following freshwater down while northers are blowing. His story of fresh water fish being caught so far down the pass is interesting in recalling that it is a theory of trout line fishermen that the reason why there are so very few freshwater catfish in Sabine lake is due to the fact that they go in schools to sea in times of river freshets and being unable to find their way back into the pass through the jetties perish of salty conditions outside.

This contention is fairly well substantiated in knowing that lakes emptying into the gulf through short passes where no jetties are provide better fishing than do those lakes terminating in jetty systems. As to tonging oysters in twenty feet of water when a rough sea is on men who have tried it say that the procedure is far removed from sport and closely resembles work and that nobody but a Sabine negro is able to stand up to it.—Port Arthur News.

SOME EUROPEAN STATISTICS.

The statistical abstract for 1900 to 1910-11 contains the latest available figures respecting the populations of Europe.

Apart from the small areas of the Hansa towns, whose figures is 3,825, the densest population recorded is that of Saxony, which has 830 persons to the square mile. Similar figures for other countries are: Belgium, 652; the Netherlands, 465; United Kingdom, 372; Japan, 335; Italy, 313; Germany, 311; Austria, 246; Switzerland, 235; France, 191; Russia in Europe, 55; Norway, 19; Egypt proper, 939.

Oversea possessions of United Kingdom, 33; of Germany, 14; of the Netherlands, 48; of Japan, 118; of the United States, 31.

The highest national birth rates in Europe apparently are recorded in the Balkan peninsula and Russia, namely, per 1,000: Russia, 46.8; Roumania, 43; Bulgaria, 40.3; Servia, 39; Hungary, 34.8. France has the least birth rate, namely, 10.7.

Roumania's death rate was 25.7, while the healthiest three countries are those of Scandinavia: Norway, 13.2; Denmark, 13.4; Sweden, 13.8.

The largest towns, outside the British empire are, inhabitants: New York, 4,767,000; Paris, 2,888,000; Tokio, 2,186,000; Chicago, 2,785,000; Berlin, 2,071,000; Vienna, 2,031,000; St. Petersburg, 1,907,780; Philadelphia, 1,549,000.

The foregoing statistics are for 1910-11. Europe will present a different aspect when the present war has come to a close.

GENTRY, ARK., AS A FRUIT SHIPPING POINT.

Gentry's importance as a shipping point is growing steadily. For 1915, this town shipped 152 carloads of apples, 3,000 crates

of strawberries, 2,000 crates of blackberries, nearly 100,000 pounds of poultry and 2,500 cases of eggs.

Of these amounts the firm of J. R. Bever Company handled approximately 90 per cent. The output of peaches is also very large, 25,000 crates being shipped from here during the fruit season. Evaporated apples and canned fruit form important industries, 16 carloads being credited on shipments last year.

CHARACTER BUILDING CONFERENCE AT MONTE NE, ARK.

Monte Ne, Ark.—There will be great doings at Monte Ne in the week beginning July 24th next. There will be a summer conference and convention of the educators of Oklahoma, Missouri, Arkansas and Kansas and other states, and prominent men in the various walks of life to consider methods for promoting character building in the growing generation and the development of what is good in our fellow men. The conference will last six days and the subjects under discussion will be the following:

"Why character building teaching is necessary. (a) The true basis of morality; (b) Why moral principles must be taught." "What are the schools now doing toward character building? What are other social and religious agencies doing toward character building? (a) The Church; (b) Secret fraternities; (c) Temperance societies; (d) Boy Scouts, Campfire Girls, etc.; (e) Other social organizations." "In what respect are the products of our present system of teaching character building failing to meet the needs of modern society? (a) Lack of altruism; (b) Lack of ideals and right attitude; (c) Lack of appreciation of the value of our social heritage." "How can our present plans for teaching character building be improved? (a) In our schools; (b) In our churches; (c) In our public and school libraries; (d) In other social organizations." On the sixth day will be made a report of the Committee on Resolutions and action thereon. This will include a summing up of the week's work in a final discussion.

Among those present will be Mr. W. W. Thomas, President Missouri State Teachers' Association; Judge J. M. Lowe, President Old Trails Road Association; Mr. W. H. Harvey; Mr. Wm. Huttig, president National Reserve Bank, Kansas City, Mo.; Mr. J. A. Harzfeld, President of the Kansas City Club; Mr. Frank W. Buffum, State

Highway Commissioner, Jefferson City, Mo.; Mr. Howard Gass, State Superintendent of Schools, Jefferson City, Mo.; Mr. R. E. Stafford, editor of the Oklahoman, Oklahoma City, Okla.; Mr. Perry N. Clark, cashier Farmers State Bank; Dr. Geo. H. Combs, pastor Independence Boulevard Christian Church, Kansas City, Mo.; Rabbi H. H. Mayer, of Kansas City, Mo.; Mr. Clark Atkeson, master of West Virginia State Grange, Buffalo, W. Va.; Mr. Chas. Henry Davis, C. E. "Elmwood," Cambridge, Mass.; Mr. Arthur Capper, Governor of Kansas; Col. W. E. Decker, proprietor "Southwest American," Fort Smith, Ark.; Mr. Geo. Melcher, director Bureau of Research and Efficiency, Public Schools, Kansas City, Mo.; Mr. W. T. Carrington, president State Normal School, Springfield, Mo.; President Frank Strong, chancellor University of Kansas; Mr. Stratton D. Brooks, president University of Oklahoma; Mr. John C. Futral, president University of Arkansas, and many others.

Monte Ne, Ark., the place chosen for this conference, is a beautiful and picturesque spot in the Ozark Mountains, located five miles from the city of Rogers, Ark., in Benton county. It is near the headwaters of White River, and the location of fifteen springs of cold, healthful, sparkling water, containing iron and magnesia. One of these springs flows an average of ten thousand gallons per minute, forming a beautiful little lake. There is boating on the lake and on White River, bathing, including swimming pool, lawn tennis and other games, splendid walks, caves, fishing and good roads for automobiles.

Among the accommodations at Monte Ne is the Club House Hotel and Cottage Company. It is semi-club and semi-hotel and entertains others than club members. It is worth a trip to see its buildings, constructed of boulders, concrete, hewn logs and stone with red tile roof, 76 open fire places and 1,100 feet of porches; water works, running water in each room and electric lights. Its rates, by the day, are \$2.00 and \$2.50 and by the week \$10.00 and up, owing to location of room, which, considering its splendid accommodations, is a very reasonable rate and includes both room and meals. It prides itself on its table, with the best the market affords, including fresh vegetables, eggs and milk. The club house is open for guests from April 1st to November 1st.

Monte Ne is one night's run from St. Louis, Kansas City, Oklahoma City, Dallas,

Shreveport and Memphis and can be reached by either the Kansas City Southern Railway from Kansas City, or from the south by changing cars at Siloam Springs, or at Gravette, Ark., for Rogers and Monte Ne. From St. Louis, Memphis, etc., the St. Louis and San Francisco Railway will be convenient.

Panama, Okla. Mr. A. Burket, poultry breeder, under date of January 29th, writes as follows to Mr. J. H. Tull, agriculturist K. C. S. Ry.: "We have just finished matching up our pens of White Wyandotte chickens. We have, by far, the finest birds that we ever raised. This year we bought part of our cockerels from C. R. Dodd, White Wyandotte farm, of Girard, Kas., and we have two very fine roosters from the De Kalb farm of Houston, Texas. We have fifty hens and pullets in our breeding pens for this year and are now booking orders for setting eggs. We are now shipping a case of eggs every five days to Kansas City from our 175 hens, besides furnishing a few regular customers here and supplying our own table. I still claim that from a thousand hens, rightly handled, a person can bank a thousand dollars a year, and now I think five acres is ground enough for that many fowls.

"We still have our ten acres here and have bought ten acres more, but find that we have ten acres too much land to handle. We would like to get some good family that would be interested in poultry to take that place and work with us in the business. We want to increase our flock to one thousand and birds. Of course, we will do this gradually, as we learn the business. Our records show that we made \$1.88 net profit from every chicken we had last year, and we expect to do better this year, but we need more people to work with us in the business."

Gillham, Ark. The Knod Truck and Fruit Company of Gillham recently made a report on the value of the products shipped from their farm, which was as follows, during the season of 1915:

Radishes.	\$1,815.73
Spinach.	136.58
Mustard.	26.14
Green onions.	748.95
Turnips and greens.	162.10
Carrots.	45.92
Beets.	54.29
English peas.	243.18

Cucumbers.	531.32
Squashes.	75.32
Green beans.	584.87
Tomatoes.	132.06
Peppers.	40.00
Strawberries.	611.77
Blackberries.	470.65
Raspberries.	54.35
Peaches.	1,557.00
Cantaloupes.	1,495.67
Grapes.	598.51
Truck, berries, fruits, grapes, plants, pork, etc., sold to home markets.	1,019.25

Grand total. \$10,404.19

The radish, spinach and cantaloupes were practically failures, owing mainly to adverse weather conditions.

English peas, radishes, turnips, beans, cucumbers, cantaloupes, strawberries, blackberries, cherries, peaches, grapes will be the principal crops for market this season (1916). Prospects of large yields of these crops were never better than now.

Inspection and marketing will be conducted with the utmost care and attention, so as to have our packages perfect. We will, as usual, be in the market to buy for shipment with our own production peas, radishes, turnips, beans, cucumbers, cantaloupes, berries and peaches, which are to be delivered at our packing sheds at the proper seasons and in first class condition.

Note: This great truck farm has been in operation for several years, and in its management has been an unqualified success.

Horatio, Ark. Following are the annual records of two small farms cultivated in the vicinity of Horatio, Ark., during the year 1915:

Crop Report of Price & James, Horatio, Ark.

Total number of acres planted, sixteen.	
5 acres strawberries, first crop, net sales.	\$1,048.00
1 acre English peas, net sales.	75.15
½ acre sweet potatoes, after peas, net sales.	30.00
4½ acres cantaloupes, net sales.	171.00
2 acres fall beans, after cantaloupes, net sales.	102.00
5 acres peanuts (3 tons hay, 75 bu. nuts), net sales.	94.00
Garden sales, net sales.	23.00
	<hr/>
	\$1,543.15

Crop Report of R. B. Friday, Horatio, Ark.

Total number of acres and follow crops, ten.

3 acres cantaloupes, net sales....	\$234.00
3 acres same land followed with fall beans, net sales.....	116.00
¼ acre English peas, net sales....	10.00
¾ acre radishes, net sales.....	30.00
1 acre lima beans, net sales.....	10.00
1 acre turnips and sweet potatoes after lima beans.....	75.00
5 acres corn, yield 125 bushels....	71.25
15 bushels cowpeas gathered from corn land.....	25.50

4 acres Irish potatoes.....	100.00
4 acres cowpeas, 3 bushels per acre, 200 bales of hay, after Irish potatoes.....	120.00

Total gross.....\$791.75
Total cost for labor and fertilizer.. 150.00

Total net.....\$641.75

This plot of land was worked in 1914 by Mr. Friday; was old, run-down land and produced \$442.00; but little fertilizer has been used in 1915 and the land is much improved.

The Use of Lime in Agricultural Operations.

Many people labor under the impression that lime is a fertilizer and from the results obtained from its use on certain soils could easily jump at such a conclusion. As a matter of fact, lime (carbonate of lime) is not a fertilizer in the sense to which this term could be applied to phosphoric acid, potash or nitrogen. These enter freely into the composition of the plants, whereas lime forms only a very small part of the plant, if at all.

Its use on certain soil, is, however, highly beneficial in several ways and insures better yields than if its use were omitted. It is to a certain extent a plant food and certain crops, particularly legumes, and among the fruits grapes and strawberries, do exceptionally well on limestone soils. Its chemical action on decaying organic matter tends to convert the same into humus and form compounds which make available for plant use the fertilizing element in the humus. Lime tends to make plant food available from the soil, though this is largely due to the beneficial effect it has on certain bacteria which segregate nitrogen into such form that it is available as plant food. It also aids in the liberation of potash and phosphoric acid from inert compounds, in which they would not be available as plant food.

Large quantities of air-slacked lime applied to stiff clay soils tend to make them more friable and more porous, a condition often desired.

Its greatest beneficial effect in agricultural operations is its tendency to correct and sweeten sour soil. Soils naturally devoid of lime are in many instances sour and legumes, as well as other plants, will

not do well on sour soils. Sour soils are not well suited to the development of beneficial bacteria which are found in the tubercles of leguminous plants. These bacteria abstract nitrogen from the air and soil and in their absence the plants fail to secure this plant food, nitrogen, in sufficient quantity.

A fertilizer usually gives a quick response in the crop to which it is applied, provided the soil is in need of the plant food added. Lime, on the other hand, has a less immediate effect, the benefit being distributed through a number of seasons. On very sour soils, where enough lime is added to entirely sweeten the surface six or seven inches, the effect upon crops, particularly clover and alfalfa, is often immediate and striking.

Soils which are not of the limestone formation need the addition of ground raw lime. Many soils cannot be expected to give satisfactory returns until they are sweetened by it. Farmers should test their soils and ascertain if they are sour. Nearly all agricultural experiment stations have published bulletins on this subject and these can be had on application.

Mr. Cyril G. Hopkins, a noted authority on agricultural matters, says: "The initial application of two tons per acre of ground limestone, with subsequent applications of one ton per acre every four years, will make and maintain a limestone soil on every Southern farm; and this is the first great economic step to be taken in that positive soil enrichment which is needed to treble the average acre yield of the land now under cultivation and to restore to profitable agricultural use the vast areas of tillable

land lying neglected or agriculturally abandoned in most Southern states."

Much Southern land contains no lime at all, and if it happened to be sour, small amounts of limestone would accomplish but little good. Enough raw ground limestone should be applied to neutralize the soil and have enough left to benefit the soil for the future.

The legumes are especially benefited by liberal applications of limestone, sometimes supplemented with phosphoric acid and potash when needed. These plants, when inoculated or supplied with the proper bacteria, have access to the inexhaustible supply of nitrogen in the air and supply their needs in plant food by the aid of their bacteria. Legumes are among the staple and best crops on the farm and are absolutely necessary in proper rotations with other crops. They are deep rooted, making fine subsoilers, and are among the best pasture and hay crops, furnishing permanent pasture during the season and leaving the soil in splendid condition for succeeding crops. Clovers, cowpeas, alfalfa, peanuts, sorghums, etc., yield a crop and leave the land richer than it was before the crop was planted, and every succeeding crop is benefited by the nitrogen put into the ground by these legumes. If lime has been added, quantities of phosphoric acid and potash, which were locked up in inert compounds, are released and made available for plant food.

A simple test for acids in soils is to make a ball of moist soil about the size of an orange, break it in two and insert a strip of blue litmus paper. The rapidity of change and intensity of color developed indicate the relative degree of acidity. About thirty minutes will show it. If it has been changed from blue to pink or red the soil is acid. The subsoil should also be tested, because if it is acid, and the surface soil is not, the moisture evaporation through the soil will tend to make it acid. Litmus is an organic coloring matter which is red in acids and blue in alkalis, and can be bought very cheaply in any drug store.

If alfalfa, clovers, peanuts, cowpeas and other legumes will not do well on your land you have good reason to suspect that you have an acid soil, and upon making certain you may console yourself with the fact that a few tons of raw ground limestone properly spread over the land will help you over your difficulties. It is not expensive and the railroad haul it, as well as manures and fertilizers, at very low rates.

Nearly all of the larger railroad systems have limestone plants on their lines. Farmers along the Kansas City Southern Railway can obtain their raw ground limestone from the Limestone Product Company, who operate a plant at Siloam Springs, Ark.

OLD AL CAMEL.

You can talk about your train men
On dis here old K. C. S.
But of all de engineers we got,
Al Camel is de best.
I kin feel my heart a moving,
And wheels turnin' in my brain
Any time I hear de whistle,
When dat man is on de train.

Lots of people try to 'spute me,
But it ain't no use to cavel;
When Al Camel pulls his whistle,
Every devil wants to travel.
He is got a puddy whistle,
And he knows just how to blow it;
If you ever hear it one time,
You is always good to know it.

Chil'en in town and de country,
Ef da ain't but jes' knee high,
Run smack out of do's to listen
When Al Camel passes by.
Women jes' as black as rain-crows,
And dem jest as white as snow,
Says, "Jes' listen at Al Camel,
Lawd, I wish dat I could go."

Any time dat ole man Camel
Gits dat big old boiler hot,
Tho' he might be late a little,
He will run in on the dot.
Ef you git off at the depot,
And he leaves de station blowin';
Makes no difference where he left you,
Boys, it makes you feel like goin'.

Den he saves de company's money,
He won't even kill a cow;
Don't care how fast he is running,
He will check his train right now.
Dat ole gentleman knows his business,
And when he counts up de cost,
He would rather lose an hour
Than to hurt a fellow's horse.

People think dat he runs careful
'Cause he might be sorter fraid,
But dat's jes' as big 'er blunder
As a person ever made.
Dat ole fellow don't mind dying,
He cares nothing for his life;
All dat makes him run so study
Is his baby and his wife.

He says why he's so particular,
He always did understand,
All de people dat was ridin'
Had dair lives right in his hand.
And when dese big folks is traveling,
What's got money, land and brain,
Da always wants ole man Camel
For to engineer de train.

I ride any train a little piece,
But when I wants to ramble
I don't travel wid nobody
On dis line but Ole Man Camel.
I believe that Mr. Camel
Is as grand as any king;
And I tell de world Al Camel
Is a whistle-blowing thing.

E. D. TYLER (Colored).

Many, La., Mar. 17, 1916.

What is a Capon?

A capon is a castrated or unsexed male bird. It corresponds in the chicken family to the steer or barrow in the animal family.

The art or science of caponizing is as old as civilization itself, but for various reasons it has not become popular until in recent years.

A true capon is very different in disposition as compared with a cock bird, it being sluggish and inactive in its motions. It also develops to be from one-fourth to one-third larger than a male. On account of its inactive nature its meat, when properly grown, is very fine in quality, being rich, wholesome and very tender. This makes it one of the finest as well as most expensive meats on the market.

Why Caponize?

There are several good reasons to justify this action. Statistics and records show that about one-half of the chickens hatched are males or roosters. The question of getting the money from the hen is solved in her egg production. How to properly and profitably get the money from the surplus roosters is solved in caponizing. The average farm poultry grower is not producing a high class, thoroughbred strain of chickens; therefore he is not particularly interested in building up a reputation as a breeder, nor is he endeavoring to sell his surplus stock at fancy prices for breeding stock. What he wants is a decent income on his investment. He can, however, for a few dollars, purchase a set of caponizing instruments and with a little practice, preferably on dead birds, caponize his young cockerels and thereby open up a new outlet for his poultry products. There are other reasons why one should caponize.

A capon gets its best growth during the winter months, i. e., February and March. This is the season when fancy poultry is scarce, also high-priced. It is too early for spring "broilers" and "frys." Hens are not for sale at that time because they have been wintered over for early spring laying, as that is the season for high-priced eggs. March, April and May is the season when most of the hatching is done. This brings all the young spring chickens on the markets at practically the same time. Under the best conditions the markets will be glutted and the prices will sink to the bot-

tom. Under these conditions the chickens are often sold for less than it takes to produce them. A nice flock of capons, made the spring before, would come in handy for fancy trade about this time.

The markets today appreciate and are demanding infertile eggs in preference to fertile ones, especially during the hot months, and the buyers are paying proportionately more for them. This condition means the elimination of the rooster, which means that the rooster is doomed except for breeding or reproduction purposes. After this season is over, which ends about June, the rooster should be killed or separated from the hens. Caponizing all surplus cockerels will materially assist in bringing this condition about.

Usually capons bring about double the price of hens per pound and it costs about the same to raise a capon as a hen. As a capon will weigh at least twice as much and sells much higher per pound, a good capon will bring about as much as four hens of the same breed.

They are gentle, quiet and cluck the same as a hen and when used in connection with an incubator, they are very fine for raising little chickens, often making better mothers than hens.

Selecting a Breed.

There are several important points to consider in selecting a breed. Large capons are most desirable and bring better prices; therefore it should be remembered that it is a waste of time to work with small breeds. Chickens which dress with yellow skins and legs are generally more popular on the markets and this point should be considered. At the time of the operation the cockerels are young and have not, as a rule, begun to develop sexually. On this account it is desirable and very necessary to select a breed where the cockerels and pullets can be separated when they are still very small. Some breeds are better for this than others. Different caponizers have different favorites, but the Rocks, Wyandottes, Light Brahmans, Cochins, Langshans and such breeds are conceded to be the best. The first two types dress up with yellow skins and legs and though they run a bit smaller than some others, they are favorites.

When to Operate.

When to operate varies with different breeds and cannot be determined by time. The bird does not necessarily have to be a certain age or certain size; therefore no set rules can be laid down. The time to operate is determined by the sexual development which is just before the comb and wattles begin to develop or show a redness. At that time the fowl will weigh from 1½ to 2 pounds. Full details of the operation and how to condition the birds can be secured with each set of caponizing instruments.

The question of a successful operation does not depend on the fowls being a certain size, age or development. The operation can be performed any time during the chicken's life, but to produce first-class capons the rules given should be closely observed.

Good tools are really at the bottom of success with this practically new and promising industry. The manufacture of proper tools is yet limited and is on a comparatively small scale. Poor tools produce a poor or incomplete operation, making a "slip." A slip is an incomplete capon, or the result of a partially successful operation, and while they are partly unsexed, they do not take the habits or attain the size or produce the quality of meat that a capon will do.

Care After Operation.

The operation, under proper conditions, is quick, clean and practically painless to the fowl. The birds should be off their feed for twenty-four to thirty-six hours before the operation. This causes practically no blood to be lost. They suffer no ill effects and are treated the same after as before, a little fresh water being the first nourishment given and then practically normal feed. The fowl soon begins to take on flesh and fat and at market time, which is at nine months to a year from hatching, they are in prime condition for fancy prices.

The markets are ready for them. It is up to the grower. Be sure you are producing capons instead of slips, as prices vary accordingly. Every chicken grower should make a few. Try a few this year.

Make a few for home use and try them. If you like them, others will also. Take the matter of marketing them up with your local produce man, or a commission house which handles them, and learn the market conditions and then develop the industry.

This is a new field and most every grower has the necessary stock with which to get

a start. A set of tools which will operate successfully are of prime importance and will cost several dollars. This is the only cash outlay necessary and the proper size cockerels will soon be on every farm. Remember, a year-old capon is worth about four times as much as a hen, and it costs practically the same to produce one.

We will gladly furnish further information to interested parties.

J. HOLLISTER TULL,
Mena, Ark.

IN THE MATTER OF SHIPPING FRUIT AND VEGETABLES.

The agriculturist of the K. C. S. Ry., Mr. J. Hollister Tull (address, Mena, Arkansas), issues an Agricultural Service Bulletin during the marketing season for the purpose of putting the man who has something to sell, in touch with the man who wants to buy. The bulletin contains a list of all manner of farm products offered for sale, and also the addresses of buyers who wish certain kinds of produce. As the bulletin reaches from 500 to 1,000 people who either wish to sell or to buy, it makes a good medium for the promotion of business in produce. Accompanying these bulletins are papers on the proper handling and shipping of commercial truck, poultry, eggs, etc. In a recent issue there was contained the following comment on marketing vegetables and fruits:

"We often feel inclined, are inclined, and do 'cuss out' the commission man for poor returns, or no returns at all, when in reality it is a combination of circumstances which is to blame instead of the commission man. We will take a local illustration for example: K. C. S. express train No. 2 arrives at Kansas City at 4:45 p. m.; K. C. S. express train No. 4 arrives at 7:45 a. m.; a shipper sends a consignment on No. 2, which reaches Kansas City in the evening, and is ready for the best and most desirable early morning markets. This shipper's neighbor makes a shipment to the same commission man on express train No. 4. Possibly No. 4 may be late, or may be on time, but in either event, by the time the shipments reach the market they are late and must be sold for less than was sold the first shipment. The commission man does not have time to explain all these little details, but makes returns as they really are. The two shippers, after receiving returns, compare notes; one is satisfied, the other is not. One says that the commission man is all right; the other says that

he is a crook and a thief, etc. One continues to ship to him, and the other tries a new commission man, which is a mistake, unless he can prove that the commission man deliberately stole the shipment, and this is hard to do.

The shipper who continually changes commission men generally gets the worst of it. There is as much of gamble and chance in shipping and handling as there is in growing the crop. In the cultivation we gamble with seed, late frosts, too much or not enough rain, or too much or not enough of something else. In shipping we gamble with different conditions, and then, if the results are not what we expect, we lay it on the commission man, which is, too often, an error. The question of looking up a market should be more thoroughly investigated before sending out shipments, especially of perishable crops. Very often we find growers securing a list of commission houses or retail merchants in a territory, fire out a lot of stuff, and then be disappointed because the returns are not what they should be. Disappointment in returns

may be due to a number of causes, generally poor market conditions, poor condition of shipment on arrival, etc., but we sometimes find shippers sending out a lot of perishable produce consigned to the express agent, and, very often, before a reasonable time has passed, begin writing and blessing out the express man at destination for not remitting just what they expect to get for the shipment. Sometimes we find that these consignments are sent into towns which are actually shipping out the same product after supplying local demands. This is not marketing and is not even an effort to market. In fact, the markets had not been investigated at all. The writer saw an illustration of this recently and the parties in the deal should have been much better posted than they were. They went so far as to instruct the express man as to what he should sell the product for, with the result that the shipment of fruit remained in the express office for several days without an offer, after it had been turned down by all local grocery men. This town was shipping out the same product at the same time."

Wagon Hauls for Farm Products

In a bulletin issued by the Department of Agriculture, Frank Andrews, chief of the division of crop records, describes the results of an inquiry just completed by the bureau of crop estimates, showing that the average distance from market of the farms of the United States is $6\frac{1}{2}$ miles, while those farthest away from market, excluding the rarer instances, average 8.7 miles. The number of round trips per day averages for all farms 2.1, and for the more remote farms 1.6 trips. In other words, it requires about one-half day for the average farmer to make a round trip with a wagon from farm to market and back, and nearly two-thirds of a day for the farmers who are farthest from market. The average wagon load of cotton is three bales, or about 1,500 pounds, while the average wagon load of wheat is 53.5 bushels, or 3,200 pounds, and of corn 40.5 bushels.

The estimated time spent in hauling from farms in an average year is given as 6,358,200 days for corn, 6,857,400 days for wheat, and 2,532,300 days for cotton.

The article states that while the figures for 1906 are not strictly comparable with those of 1915, it is evident that wagon hauls are shorter than they were nine years ago. In 1906 the average haul from farm to shipping points was, for wheat, 9.4 miles; for corn, 7.4 miles; cotton, 11.8 miles. Railroad building during the past nine years has brought some farms nearer to shipping points and markets and has helped to shorten the average distance hauled and to increase the average number of trips per day. It is also stated that the improvement of wagon roads during the past nine years has probably helped to increase the average quantity of farm products moved by a day's wagon haul.



Opportunities for Business Along the K. C. S. Ry.

Missouri.

Amoret, Mo.—Wanted, veterinary surgeon. Address C. H. Hutchins.

Amsterdam, Mo.—Wanted, ice factory, brick plant, drug store, coal deposits to be mined. Address Commercial Club.

Anderson, Mo.—Wanted, lumber yard, hardware store. Address Commercial Club.

Asbury, Mo.—Wanted, brick plant, lead and zinc to be developed. Address O. L. Briggs.

Cleveland, Mo.—Wanted, furniture and undertaking, dry goods and clothing. Address A. Bickel.

Drexel, Mo.—Wanted, creamery, brick and tile plant, ice and cold storage, water works. Address J. B. Wilson.

Grandview, Mo.—Wanted, grain elevator. Address T. E. Hoff.

Gulfton, Mo.—Wanted, lead and zinc ores to be mined. Address W. B. Cushman.

Hume, Mo.—Wanted, coal to be mined either by shaft or steam shovel, unlimited supply of shale for brick, etc. Address Commercial Club.

Jaudon, Mo.—Wanted, general store, blacksmith shop. Address J. Cope.

Joplin, Mo.—Wanted, furniture factory, boot and shoe factory, wholesale hardware house, agricultural implement house. Address Commercial Club.

Lanagan, Mo.—Wanted, drug store, furniture store, clothing store, hardware store, good hardwood timber abundant. Address Ed G. Sugg.

Lisle, Mo.—Wanted, general merchandise stock, lumber yard, physician with small drug stock. Address C. Tunnell.

Merwin, Mo.—Wanted, drug store, hay storage barn, elevator. Address T. D. Holdsworth.

Neosho, Mo.—Wanted, wagon factory, glove and overall factory, lime kiln, vinegar factory, box material factory, summer hotel; available raw material, lead-zinc ores and tripoli. Address Commercial Club.

Noel, Mo.—Wanted, produce dealer, good hotel, limestone available for lime or building blocks, 1,000 horsepower water power to be developed. Address H. C. Alexander.

Oskaloosa, Mo.—Wanted, coal to be mined, shale for brick plant. Address B. H. Rabun.

Richards, Mo.—Wanted, coal to be mined, numerous oil and gas indications to be developed. Address G. A. Rakestraw.

Stotesbury, Mo.—Wanted, brick yard, grain elevator, coal and oil to be developed. Address Stotesbury State Bank.

Kansas.

Pittsburg, Kan.—Wanted, good brick plant, cheese factory, wholesale spice, coffee and tea house, canning factory, pottery, stove foundry, harness factory. Address Commercial Club.

Arkansas.

Ashdown, Ark.—Wanted, ice plant, box and crate factory, handle factory, steam laundry, restaurant. Address W. L. Perkins.

Cove, Ark.—Wanted, hardware store; abundant timber for hardwood mill, shingle mill or cooperage stock. Address I. A. Dunn.

Decatur, Ark.—Wanted, poultry and produce firm. Address Bank of Decatur.

DeQueen, Ark.—Wanted, box factory, small grist mill. Address First Nat'l Bank.

Gentry, Ark.—Wanted, ice and cold storage plant, a bank. Address E. L. Adams.

Gillham, Ark.—Wanted, lead, zinc and antimony ores to be mined. Address J. H. Rowbarts.

Granniss, Ark.—Wanted, bank, an abundance of good hardwood, a general store needed. Address T. S. Frye.

Gravette, Ark.—Wanted, ice and cold storage plant, creamery and cheese factory, flour mill, abundant timber for barrel, box and crate factory, good material for bricks and tile. Address Commercial Club.

Hatfield, Ark.—Wanted, handle factory, hub, spoke and felloe factory, or any kind of wood working plant, opening for an ice factory. Address Arnold & Trigg.

Horatio, Ark.—Wanted, cannery, small box and crate factory, ice and light plant, brick yard, creamery and dairy, bakery, gents' furnishings store, jewelry store. Address S. G. Davis.

Mena, Ark.—Wanted, handle factory, chair factory, cooperage for barrels, nail kegs, etc., box and crate factory, cannery, creamery, wholesale produce, fruit and seed house. Address Fred Van Wagner.

Ogden, Ark.—Wanted, abundant hardwood for sawmill, good shale and clay for bricks. Address F. M. Van Hook.

Ravanna, Ark.—Wanted, brick plant, general merchandise stock, blacksmith shop. Address T. M. Spraberry.

Rich Mountain, Ark.—Wanted, timber abundant for hardwood mill, railroad ties, etc. Address F. L. Worrell.

Siloam Springs, Ark.—Wanted, cannery and fruit evaporators. Address G. R. Fretwell.

Sulphur Springs, Ark.—Wanted, large general merchandise stock, cannery, good location for lime works. Address S. O. Whaley.

Vandervoort, Ark.—Wanted, hardware and implement store. Address Commercial Club.

Wickes, Ark.—Wanted, handle factory, cannery, cotton gin, bank. Address J. W. Soots.

Wilton, Ark.—Wanted, hardware business; pine, oak, cypress and gum available for manufacture. Address J. M. Lay.

Winthrop, Ark.—Wanted, brick yard, creamery, abundant hickory and gum timber for box and crate material, furniture and handles. Address Robt. Sessions.

Decatur, Ark., famous as a shipping point for fine live stock, poultry, eggs and great quantities of apples, peaches, strawberries, fruits of all kinds and cannery products, has organized a Commercial Club with Dr. G. H. Buffington as president and Mr. Geo. Brusse as secretary. The Club will devote much of its energy to the promotion of good roads and the development of the local resources of the town and adjacent country.

Oklahoma.

Gans, Okla.—Wanted, state bank. Address R. A. Rogers.

Heavener, Okla.—Wanted, steam laundry, coal to be mined, timber to be manufactured. Address W. G. Rippey.

Panama, Okla.—Wanted, general merchandise store, cotton gin, coal to be mined, restaurant, barber shop. Address A. Ausmus.

Poteau, Okla.—Wanted, good hotel, creamery, general merchandise, barrel stave and heading factory, furniture factory, veneering plant, coal to be mined, has good clays and natural gas for brick, pottery and clay products plants. Address Commercial Club.

Stilwell, Okla.—Wanted, hardwood planing mill, cannery. Address J. Finch.

Watts, Okla.—Wanted, handle factory, stave mill, flour mill and grist mill, cannery, gents' furnishings store, department store, tailor shop. Address M. B. Ocheltree.

Westville, Okla.—Wanted, ice and cold

storage plant, wheat elevator, wagon works, wood working plant using hardwoods. Address K. G. Comfort.

Sequoyah County, Okla., has organized a Development Committee to study the agricultural and mineral resources of the county and to take such steps as may be necessary to develop them. The County Committee is composed of six members, with Mr. James A. Taylor as chairman and Dr. J. A. Cheek as secretary, both resident at Salisaw, Okla.

Louisiana.

Benson, La.—Wanted, general merchandise stock, physician. Address G. B. Heard.

DeQuincy, La.—Wanted, dry goods stock, gents' furnishings, retail lumber yard, ice plant, hotel of 25 to 30 rooms. Address W. H. Copeland.

Lake Charles, La.—Wanted, box factory, paper mill, turpentine plant. Address Chamber of Commerce.

Leesville, La.—Wanted, modern steam laundry. Address Commercial Club.

Noble, La.—Wanted, wood working plant, have hickory and ash for wagon timbers and handles, sweet gum for boxes, crates and baskets. Address G. W. Hough.

Shreveport, La.—Wanted, alum works, aluminum works, automobile factory, boat building plant, casket factory, chair factory, chemical industries, flour mill, furniture and fixture factory, hominy mill, implement factory, iron smelter, lignite briquetting plant, lime brick plant, lithographing and engraving, oatmeal mill, overall factory, pottery and drainage tile, refrigerator plant, sash and door mills, screen door plant, shoe factory, soap factory, stove foundry, sulphur refining plant, tannery, woolen mill, wood pulp paper mill. Address Chamber of Commerce.

Stark, La.—Wanted, bank, physician, drug store. Address W. B. Hopkins.

Zwolle, La.—Cannery. Address C. L. Peters.

Texas.

Lemonville, Tex.—Wanted, box factory. Address W. L. Freidman.

Port Arthur, Tex.—Wanted, overall and working shirt factory, canvas glove and hat factory, large department store, saddle factory, cotton gin and grist mill, brick plant, good location for wood working plant of any kind except planing mill. Address Board of Trade.

Texarkana, Ark.-Tex.—Wanted, brick plant, wholesale dry goods stock, wholesale drug firm, wagon material factory, refrigerator factory, cotton mill. Address Board of Trade.

Railway Economics

RAILWAY EFFICIENCY.

The Railway Age Gazette publishes a compilation to show the enormous economies the railroads have effected in recent years by increasing their average loads per freight train.

"One of the most effective ways of improving railroad efficiency," says the Railway Age Gazette, "is to increase the number of tons of freight per train." It then shows that out of thirty-five important roads whose annual reports for the fiscal year 1915 are available, twenty-eight have succeeded in increasing their trainload as compared with the previous year, in spite of declining freight traffic, bringing the average for the thirty-five roads from 482 tons in 1914 up to 504 tons in 1915, or a gain of 22 tons, and that the railroads of the United States as a whole increased their average trainload of freight from 179.8 tons in 1894 to 307.8 tons in 1904 and 451.8 tons in 1914.

"In other words," the Railway Age Gazette says, "to have handled the traffic of 1914 with the average train of 1894 would have required running 1,600,000,000 train miles instead of 638,000,000," or 150 per cent more than the train mileage actually run in 1914. "Even the average loading of 307.8 tons in 1904 would have required running 936,000,000 train miles in 1914 instead of 638,000,000. In 1894 the railroads of the United States handled 80,335,000,000 tons of freight one mile, and in 1914 a total of 288,819,000,000 tons one mile. This is an increase of 259 per cent, but it was handled with only 42 per cent more train miles. The 1914 ton mileage represents an increase of 65 per cent over that of 1904, which was 174,522,000,000, but it required an increase of only 12.5 per cent in train miles.

"The average cost of operation per train mile for all trains, as shown by the Interstate Commerce Commission reports, was \$1.31 in 1904 and \$1.77 in 1914. The cost per train mile in freight service is considerably higher than the average for both freight and passenger service. While it is impossible to state exactly the cost of

operation for a freight train mile it is evident that a saving of 962,000,000 train miles means a saving of hundreds of millions of dollars annually in operating expenses."

The Railway Age Gazette points out that increasing the tonnage of a train adds so little to the transportation expense that it is more than offset by the reduction in the number of trains run, and that it is almost true that revenues are measured by ton miles and expenses by train miles.

RAILROAD COMPARISONS.

("The Railway Conductor," March, 1916.)

In an address before the National Industrial Traffic League at Toledo, Ohio, E. E. Clark, member of the Interstate Commerce Commission, made the following interesting comparisons between the railroads of the United States and those of other countries:

"I have traveled some upon the railroads of Europe. They have roads which, for those countries and for the service demanded from them, are excellent, well equipped transportation agencies, which perform an acceptable service. They would not, however, be able to meet the demands in our country. Taking into consideration circumstances and conditions, I think we have the best railroad service in the world. There are many improvements that might be made, and some that ought to be made, but in general it is good and efficient.

Freight Rates are Less.

"The latest figures available show that the charge for the transportation of freight is much lower per ton mile in the United States than it is in other countries. Glancing over comparative figures for recent years, we find that the ton-mile revenue in various countries is: United Kingdom of Great Britain, 2.39 cents; Germany, 1.37 cents; France, 1.3 cents; Austria, 1.45 cents; Norway, 1.6 cents; Belgium, 1.14 cents; Switzerland, 2.92 cents; New South Wales, 1.76 cents; South Australia, 1.94 cents, while for the United States it was, in 1913, 7.29 mills.

"These figures, however, do not tell all the story. Referring to other figures we

find that the railroads of the United States move 2,737 tons of freight one mile per capita per annum, while in Germany, where the movement by rail is heavier than in other European countries, the railroads move only 582 tons one mile per capita per annum. I believe it has been recognized by successful business men that a large volume of business with a small profit on each transaction is more desirable than a small volume of business with larger profits on each deal.

European Roads More Heavily Capitalized.

"The railroads of Europe are capitalized much more heavily than are those of the United States. They are much more completely equipped with signal and other safety devices than are our roads, and generally their roadbeds and stations are more expensively constructed and with a view to more permanency.

"In many of these countries the railroads are largely or wholly owned and operated by the governments. But, on the whole, such ownership and operation has not proved entirely satisfactory, and it certainly has not afforded the people cheaper transportation than could have been furnished under private ownership properly regulated."

Common Sense!

Discussing Government ownership of railways that alert and thoughtful statesman, Senator Weeks of Massachusetts, points out that it would cost the United States \$15,000,000,000 to take over its railroads and that if the Government owned the railways there would be a loss of taxes it now obtains amounting to about \$140,000,000 a year. These are striking figures. They ought to make the people think. Senator Weeks might have added that while the Government is constantly fighting monopoly in forbidding railroads to pool their earnings, Government owned railways would constitute a complete monopoly. The inefficiency and extravagance of government ownership are undisputed, yet demagogues are constantly pleading for public ownership, not only of the railways but also of the telegraphs and telephones, of course, at the people's expense.—Leslie's Weekly, March 2, 1916.

RAILWAY MAIL PAY.

The Interstate Commerce Commission now regulates the rates paid the railroads for every service that they render except the carrying of the parcel post and the mails.

The Commission performs this duty in a manner that commands the confidence of the public at large. Why, then, does it not merit the confidence of the Postoffice Department and Congress in the matter of the method of paying the railroads for carrying the mails and parcel post?

The Moon bill, which the House of Representatives' Postoffice Committee has recommended and made a "rider" on the post-office appropriation bill, provides that, after its terms have become effective, either the Postmaster General or 51 per cent of the railroads may then appeal to the Interstate Commerce Commission for a determination of the sufficiency of the pay.

But this would not be possible under the Moon "rider" until a new and wholly untried theory of payment—one that the railroads believe to be most unjust and unscientific—has been forced into operation.

Why should Congress pass a bill of such doubtful wisdom as to require the addition of a proviso for an appeal from its terms? Why enact a law that is admittedly an experiment in the delicate, complex and extremely technical subject of railroad rate-making?

Why does not Congress simplify the whole matter of railway mail pay by directly referring it to the nation's expert body on rates—the Interstate Commerce Commission?

Public opinion demands this solution. Why should Congress hesitate?

COMMITTEE ON RAILWAY MAIL PAY.

Representing the Railroads of the Country.

"What the telescope has done for the astronomer, the railroad has done for all of us; it has overcome distance—only the railroad is more practicable; the telescope enables us to see things; the railroad enables us to get them."



THE WORLD'S RAILWAY STATISTICS FOR 1913.

The war in Europe has so completely disturbed economic conditions there that official reports pertaining to industrial matters will be considered of minor importance and may not be published while the war lasts.

A worldwide reduction in railway construction was experienced during 1913 as compared with 1912, according to the annual railway statistics of the world, compiled by Archiv für Eisenbahnwesen, the official publication of the Royal Prussian Department of Public Works.

The railway mileage of the entire world for 1913 was 684,614 miles, an increase of 15,009 miles for the year, as compared with an increase of 16,770 miles reported for 1912.

In Europe, during 1914 and 1915, more railway mileage was destroyed than was constructed, and in other parts of the world new railway construction was less than in any preceding year. In the United States the new construction in 1915 was 933 miles, which is less than was built at any time in the last fifty years.

How pre-eminently the United States is the railway nation of the world is shown by the fact that more than 37 per cent of the entire mileage falls within its borders. The increase for the United States, as compiled by this publication, was 4,979 miles, or almost one-third of the entire gain for the year; while out of the entire 15,009-mile increase, 9,910 miles were contributed by the two Americas.

Railway systems of the five great geographical divisions of the earth compare in miles of operated line as follows:

	Gain in		
	1913.	1913.	1912.
Europe.	214,665	2,238	2,296
No. and So. America.	353,467	9,910	10,181
Asia.	67,051	1,486	1,376
Africa.	27,472	994	1,375
Australia.	21,959	381	1,489
Total.	684,614	15,009	16,717

The overwhelming leadership of the United States as a railway nation is shown more clearly in a comparison of individual countries, for after its 254,769 miles (including 653 for Alaska), Germany is second with only 39,513 miles, while European Russia is third with 38,563. Then follow in order British East India, 34,572; France,

31,737; Canada, 29,233; Austria-Hungary, 28,641; Great Britain, 23,385; Argentina, 20,593; Mexico, 15,805; Brazil, 15,491; Italy, 10,933; Spain, 9,517; Sweden, 8,984; and Japan, 6,811.

Belgium remains at the head of the list in proportion of railway mileage to area, having 48.1 miles per 100 square miles. Next are Saxony with 34.1; Luxemburg, 32.5; Baden, 25.6; Alsace-Lorraine, 23.3; Great Britain, 19.3; all Germany, 19.0; Switzerland, 18.8; Bavaria, 18.2; Wurtemberg, 18.0, and Prussia, 17.5.

Though in this comparison the United States has only 7.1 miles per 100 square miles (including Alaska), many of its states are better provided than European countries, New Jersey having 30.7 miles; Massachusetts, 26.2; Pennsylvania, 25.7; Ohio, 22.4; Illinois, 21.4, etc.

Persia is still at the foot of the list with less than 1-200th mile per 100 square miles.

In relation to population, Western Australia leads the world with 72.5 miles per 10,000 inhabitants. Europe has only 4.9 miles, its best single record being Sweden with 16.4 miles. The United States, in contrast, has 26.2 miles per 10,000 inhabitants. China is poorest with less than one-fifth mile per 10,000 population.

YOUR JOB.

I like that word "job." It is so much more virile than "position." It indicates activity, work, red-blooded endeavor.

What about your job? What are you doing with it? What are you making of it?

A little job in the hands of a little man will always remain little, and the man will, too. A little job in the hands of a big man—big with interest, enthusiasm, determination, will either grow to be a big job or the man will grow beyond it and get a big job.

Of course, if we have a little job and lack ambition we will just naturally fold up snugly in our little job and stay there out of sight, and when the boss comes along looking for a man for a bigger job he won't see us.

On the other hand, if we tackle our job as though it were big, we will stick out all around it, and when the boss is looking for someone to go higher he will just have to see us.—N. Y. Central R. R. Bulletin.

"The railroads pay out fully one billion of dollars a year in wages, being 58 per cent of the total operating expenses."

LAFAYETTE YOUNG ON GOVERNMENT OWNERSHIP.

(From the Des Moines Capital.)

The railroads are out of politics. In a political sense they are boycotted. Prove that a man is subservient to railroad influence and his defeat is certain. The conditions are much better because these achievements have been had.

Therefore, we cannot agree with Dr. Frank Crane in his desire to put all the corporations into politics. He wants the railroads, tramways, telephone and telegraph lines, and all other systems of transportation: all waterways, all electricity, gas and the like put under the ownership of the government.

The editor of The Capital has been in nearly every country in the world, and we can say truthfully that the telegraph and telephone lines, also the railway lines, give better service than in any country in the world where government ownership prevails. The charges in the United States are not excessive.

In a republic where the majority rules, and the majority are in the government employ, what are the other people going to do? We very much fear that under universal government ownership American politics would become so corrupt that the government itself would go down under the weight.

Government ownership is justifiable only when private ownership everlastingly fails. Some arguments could be put up for government slaughter and packing houses; even for flouring mills. But when the transportation business is well managed, why put millions into it?

We venture the statement that very few businesses in America have been destroyed by transportation charges.

Dr. Crane points to higher conditions morally, and anticipates an appreciation of responsibility upon the part of everybody, which is not at present warranted by the facts.

PRESENT FREIGHT RATES.

The present freight-rate is very small. How small it is can be better understood when one realizes that for twenty-five cents, what it costs according to the United States Department of Agriculture for the farmer to move a one-ton load by wagon one mile, the Northern Pacific Railway, at its average rate last year, will move the

one-ton load twenty-seven and two-tenths miles. For the cost of a two-cent postage-stamp it will move a ton about two and a quarter miles. For the cost of ten pounds of tenpenny nails it will move a ton forty-four miles; for the price of a number two Ames shovel, one hundred sixty-six miles; for the money it takes to buy a good milk-pail, one hundred thirty-eight miles; and for the price of an ordinary lantern-globe, sixteen miles.—Howard Elliott.

RAILROAD AGRICULTURE.

What can or what does a Railroad do for Agriculture or Horticulture? Or what does a railroad man know about farming? These questions are often asked by people unfamiliar with this new line or branch of development which is so rapidly getting a hold in the agricultural sections of our country. Of course, the answer in a few words is, co-operate with the farmers living along the line. But you will say, "The farmers from boyhood up have been taught to fight the railroad in every way possible." This is true to a large degree and we sometimes see practical demonstrations of it today.

When a finger is pinched in the car door because you were standing up when you were warned by a sign on the door to "Sit down until train stops" and "passengers are not allowed on the platform when trains are moving," you sue the railroad for \$50,000 and you get, after a few years, a few hundreds and the lawyer gets about nine-tenths of that. Again, when a razor-back gets killed it immediately becomes a registered Duroc if it is red or a Poland China or Berkshire if it is black and so on through the animal and vegetable kingdom.

These are largely conditions of by-gone days and today the car door of an official has, "Office Car or Business Car" on the door instead of a large sign saying "Private." Railroad officials are just regular business men like other men and today they mix with the people living along their line more than ever before.

The railroad is dependent, to a large extent, upon the farmers living along the line for a large part of its business and the farmer, on the other hand, must have transportation facilities, so when meeting on this ground, it is pretty easy to get together.

There are numerous ways by which this development or educational work can be

and is being carried on. To begin with, agricultural, industrial and immigration development all come under one general head of development and oftentimes they are operated under one department with an expert in charge of each division. Other times they are divided and made separate departments, all separately reporting to a traffic official.

A careful survey has recently been made of the railroads in the country and it has been found that over three-fourths of the mileage of the country is controlled by companies having an organized agricultural, industrial and immigration department. In this survey a step further was made and it was found that this work could be distributed under a large number of different heads. To emphasize what these heads are, a few will be outlined covering the agricultural work as it particularly affects the work of the writer.

Encouraging and assisting farmers in planting diversified crops. Employing agricultural experts to instruct farmers with respect to the selection of seed, planting, cultivation and preparation for market. Organizing and conducting demonstration farms. Sending out good roads, seed, silo, soil, packing and better farming special demonstration trains. Equipping exhibit cars with agricultural products and sending them over the line. These cars generally spend a day and evening in each town, giving chart talks in the day time and lantern slide or moving picture shows at night. Arranging for the attendance of lecturers to farmers' institutes and other meetings.

Preparing and printing agricultural bulletins of information and distributing them among farmers, either through the mails or from agricultural trains or cars. Arranging for the comfort of farmers' institute workers, especially Federal and State employees. Furnishing pure bred stock to farmers for breeding purposes. Collecting data respecting and furnishing reports of the condition of crops along the line. This information is also given to the traffic department so they can make proper arrangements for speedy handling, also for proper refrigeration of perishables, extra telegraph service during rush season, etc. Getting in touch with produce commission men in the cities with a view to assisting the growers and shippers in proper and profitable marketing. Furnishing daily, through the local agents, telegraph reports to shippers respecting the market conditions. Informing farmers as to the customs and requirements

of the various markets. Organizing poultry, dairy, horticultural and truck growing associations. Aiding in securing a supply of agricultural laborers and looking after their transportation at reduced rates. Locating good seeds, fertilizers, etc., and providing inoculation material for use in growing legumes.

This, in a brief way, gives an idea of the possibilities of railroad agriculture and an idea of some of the problems being worked out by them for the benefit of the people living along the line.

J. HOLLISTER TULL,
Agriculturist, K. C. S. Ry.

I AM ———

(Suggested by an article bearing the title "Who Am I?" in the August Bulletin.)

I am the great conservor of life and limb on land and sea.

I prolong the days of man's activity and usefulness.

I make man regardful of the rights and safety of his neighbor.

I add to the sum of life's joy by making fewer tears.

I restore the father in happiness to his family when the day's work is done.

I am back of the inventions for the safe conduct of travel and commerce.

I make possible the safe flight of the 20th Century Limited.

I rob the workshop of its dangers; the third rail of its menace.

I am the keen vision and quick brain of the engine-driver.

I am the invisible guardian of the grade crossing.

I am an intelligence.

The thoughtless neglect me to their sorrow.

The impetuous override me at their peril.

The effect of my influence is present in factory and on farm; in the home and on the street; in the mines and forests.

I am more to be desired than riches and fine raiment.

I am free; it costs nothing to possess me. Every railroad man should make me his constant companion.

I am—Carefulness; I am Safety First.

—N. Y. Central R. R. Bulletin.

"The wages and taxes paid by the railroads amount to nearly four times as much as the dividends paid on their stock."

Employees' Supplement

THE WHY OF GREY HAIRS.

A number of Kansas City Southern engineers were going over their experiences in an incidental way one night recently. When one uninitiated in the life of a railroad man listens to them he wonders that there are so many engineers living as there are today, and wonders that there are so many of them lived long enough to be out of a job and traveling about the country looking for something to do on the extra boards of the different terminals in the country, without success. The little incidents of their every day life are startling to the non-railroad man who listens.

"The cross country travel that is being indulged in by owners of motor cars," remarked one, "is now at its height, and at the same time is putting a lot of us on end nearly all of the time, while we approach a crossing, for fear one will dart onto the tracks ahead loaded with men and women. The other day I was on my south trip and on a down grade and at the bottom was that crossing where the wagon road turns suddenly onto the track, and if anyone is coming towards the crossing in any kind of a vehicle he cannot be seen until he is within ten feet of the track. Well, as I said, I was coming down that grade and running a pretty good streak when suddenly onto the track ahead of me about twenty feet darted a motor car loaded with two men and three or four women. It was a close call from being hit by the engine, but when the driver undertook to turn and follow the road after getting over the crossing his machine skidded and the whole business went over down against the fence, and men and women went all over the fence and landed among the brush on the other side. I slapped on the air and threw her over, and came near ditching the train. If that driver had stopped he could have heard my whistle, for I whistled long and loud because of the crossing, and I believe he did hear it but would not stop."

This is the time of year when motor drivers can make more trouble and do more to

make gray-haired engineers than at any other time of the year, for the foliage from the trees is out in full and there are so many crossings that are hedged in with small trees and high grass and weeds. This is also the time of the year when so many fellows are encouraged to go to sleep on the tracks or in the weeds and grass so near the tracks and become a dread, unconsciously, to engineers.

"I turned a curve with a long train the other night on my way in," one engineer told, "and about the first thing I saw after rounding the curve, on my side of the engine was a man sound asleep alongside the track. His head was lying right close to the rail on the end of a tie. I did not know what to do. I knew I could not stop, and I did not whistle, because it might wake him up and he would about raise his head in time to get hit by the driving rod. So I concluded to take a chance that he would not waken, if I sneaked by him. I did and the piston cock rubbed his hat off his head, but it did not wake him and we got by without hurting him. For the conductor said he was asleep after the caboose had got by him."

"I was pulling into a depot on the second district," another of the engineers volunteered, "and I noticed that three little girls, say about 12 years old or thereabouts, were sitting on the edge of the platform and appeared to be taking the risk, often taken before, that of seeing how long they could stay without getting hit. Two got away before they were in danger, while the other one remained, until she just had time to make it. In getting away she dropped her parasol and as she stooped to pick it up she was struck on the head by the pilot beam and knocked out from under the wheels. I shut my eyes so I could not see the engine run over her. When I stopped and looked back I saw several standing over her. I got down and ventured back so I could get a look, expecting that she was badly cut up. She had been knocked back on the platform and her skull fractured slightly."

WITHIN THE MEMORY OF ONE MAN.

In a recent address before the Engineers' Society of Western Pennsylvania, A. W. Thompson, vice-president of the Baltimore & Ohio, said that "there is living in Cumberland, Md., the first agent of the Baltimore & Ohio at that point, Judge Oliver Gephart. In company with his father he attended the laying of the corner-stone of the Baltimore & Ohio at Mt. Claire, Baltimore, in 1828, and remarked at the time that it was his desire to reach the age of Charles Carroll, of Carrollton, who was then past 90. Mr. Gephart is now past 96 years of age, is in full possession of all his faculties and his reminiscences are extremely interesting. He worked on the grading of the canal near Cumberland, and associated himself with the Baltimore & Ohio in its early days.

"While serving as ticket agent at Cumberland he studied law, was admitted to the Maryland bar and later became judge of the Orphans' Court. He is a very well-known and influential citizen of Cumberland and takes a keen interest in everything pertaining to his home city. He is a director of the Second National Bank, one of the strongest banks in the state of Maryland, and for 39 years has attended the directors' meetings regularly.

"Thus within the memory of one man, of over a period of 80 years, the American railroad transportation machine has developed from stage coach to steel passenger train. Out of the old stage coach days and the period of early railroading Judge Gephart has passed to our time with its fast engines, dining cars and automobiles to meet them. It is now possible for him to travel in one day, surrounded by comforts undreamed of, a distance which would have required a week in his boyhood."

URGES MORE CARE IN SHOPS.

"There has been a great deal of money spent," E. J. McKernan of the Santa Fe mechanical department says, "in making safety improvements on the Santa Fe to prevent personal injuries to employees, but this cannot be accomplished unless the co-operation of each and every employee is obtained. While the men are showing more interest in the matter there is still need for greater co-operation. The shops should be maintained in a clean and sanitary condition, as an unhealthy man is more liable to be careless and thus injure himself or his fellow workman. Employees, other than those assigned to the work of applying or

removing belts, should not be allowed to handle them, as serious accidents have occurred to those inexperienced in this work.

"Too much care cannot be exercised in mounting and taking care of grinding wheels. There have been numerous accidents caused by improper sized spindles; wheels mounted with only one flange; flanges having uneven bearings causing wheels to crack; flanges used of different diameters; loose wheels; improper method of truing up wheel; forcing wheels on taper arbors; wheels running at improper speed; wheels running out of true, and improper rests used for emery wheels, permitting the work to pass down between the wheel and the rest. It has been found to be bad practice to allow any emery wheel to be immersed in water, especially where half of the wheel is immersed and the other half is not. It throws the wheel out of balance. It is also bad practice to grind on the side of an emery wheel. When men are called upon to do a large amount of grinding on emery wheels they should be equipped with goggles."

TO CURB THE WHISTLE FIEND.

Sane Engineers Object to Playing With the Noise Maker.

It is said that there is a movement on foot to stop the "sloppy, slushy, vicious and abusive" whistling of locomotives on all railroads, according to an engineer of the Kansas City Southern. Many years ago the railroads adopted a code of locomotive whistles for signals, which soon became standard on all lines. The same number and length of blasts meant the same thing on every line. The whistle is expected to be used reasonably and for business purposes only; now screeching or playing with the whistle is very common, but there are those who will do what railroad men call "playing with the whistle." The code now-a-days, it is claimed, can hardly be recognized, as adopted several years ago.

The road crossing signal, it is asserted, is the most abused of any of them. What a person usually hears is two long, one short, and then one very long blast, with varying degrees and screeches and emphasis on the last blast. The call for a proceed whistle at a railroad crossing is also claimed to be abused, for instead of four moderately long blasts there are four unreasonably long and loud blasts. The whistle on a locomotive is a necessary device. A few railroad engineers, it is said,

can also imitate the notes of a steam callopie, so proficient have they become in the manipulation of the whistle valve.

COURTESY AND CONDUCTORS.

Train Managers Have Much to Try Patience, But—

To be a passenger conductor requires something more than knowledge of how to run trains, interpret train orders, look after the packing of a hot box, the working of air and many other things necessary to be a railroadman. The freight conductor is, of course, a pretty busy "old boy" when he is out on his run, but he has to contend only with the getting over the road, way-bills and the amount of tonnage he can handle with his engine. The passenger conductor has to be a thorough diplomat, and kind and courteous to his passengers, in the face of the most aggravating circumstances. He must try to answer questions of the most foolish kind and look after a dozen and one things the freight conductor does not encounter in his daily trips. Occasionally he is called upon to do "police duty" when an unruly passenger or passengers come onto his train and start something of the nature of an insurrection. The passenger conductor often finds "hogs" on his train who occupy two seats while in the aisles are standing women and children. These he is expected to handle in such a manner that they will not be peeved, but if they happen to get out of humor, he must pay no attention to them while they are growling. Some days he will have several of them, and he and his brakeman are kept busy seeing that these fellows are taken care of, if the train is crowded.

"There is so much a fellow has to do when he is running a passenger train that he does not like in dealing with the people," explained a Southern conductor, "that is not asked of any man in any other walks of life. Some conductors will not take a passenger run when it is offered them just for that reason."

The following advice—as to how to treat the public, by railroad officials and clerks and other employees, has been suggested for the benefit of the railway clerks and others, not as an insinuation that any of them are of a crusty nature in their treatment of the traveling public and patrons, but because it is of good sound sense,

and could be used by clerks and others outside of railroading.

"It is a great temptation for the busy clerk to drop into machine like ways. It does not require so much vitality, but it is a mistake. Go to the strictly business and selfish side. The greatest asset—one can use is being human, but then so many clerks and business men say they are too tired and too busy to "palaver" over people. Then put on politeness and act the part if you cannot feel it. Form the habit of smiling, pretend to be deeply interested in each person, learn how to make your voice sympathetic. Lay in a store of agreeable phrases to hand out to each one. It is not hypocrisy. It is business. It is the human clerk that is in demand; that attracts customers, and stands the best chance of promotion."

SHOULD LOCK FREIGHT CARS.

Roads Should Furnish Greater Protection, Detective Says.

If a man has made up his mind to break into a car of merchandise, he will do it in spite of all the policemen, detectives and other officers of the law. He will first ascertain the location of the car and then the best time to enter it without being caught.

"They work a system," according to the statements of one of the best railroad detectives in the West, who is employed on one of the railroads running into Pittsburg, "which is as good as that worked by the ones trying to trap them. Observing the chalk marks on the outside of the cars will show the exact commodities they contain in almost every case, and their destination as well. After securing this information a car thief merely waits for an opportunity to do the job. He may get on the train that takes out the car he is after and do his pilfering on his way, or he may telephone his confederates at other places that certain cars will go out on certain trains and they will be on the lookout for them.

"Again the seals now being used on many of the railroads are of very little protection, practically none at all if a man wants to pilfer a car. By the use of a pocket knife most of the seals can be pulled apart and replaced and the average man will not know that they have been disturbed. To protect the goods shipped over the country under seal, it would seem that substantial locks

are the only thing to be thought of. Agents should have locks and put them on as soon as the cars arrive at their destination. The seals used now can only be used once and then they have to be thrown away, but at the same time they are not a protection at all. The locks could be used until they were broken or lost. Thousands of dollars worth of property is stolen on the railroads every week, and it appears that some practicable method of protection to the freight in transit could be put in effect. If the practice of advertising the contents of a car was discontinued this would reduce the pilfering."

TRAIN MEN FOR THE RUSH.

Official Would Accustom Crews to Strain of Heavy Traffic.

Why can a railway be run more safely in April and June than any other months of the year? This question has suggested itself to railroad train men and superintendents and general managers and others who watch statistics pretty closely. The same suggestion has been asked in the railway journals of the country and the railroad people take it from the fact that it has been evident from a long series of accident records. There have been many notable train accidents in the United States during the past twenty years, but only three of the first magnitude occurred in the month of April. Good weather, a moderate volume of traffic and a minimum number of inexperienced train men are three elements which in April tend to make transportation safer than usual.

"You cannot control the weather," the official said, "but you can take more care to provide against injury to persons or property when weather conditions are adverse. A moderate volume of traffic tends to make work easier all around; but why cannot we in easy times train ourselves to perform a larger share of our duties automatically, so that when the rush comes on us we will not get rattled? Knowing the value of experience and the benefits from being able to perform all operations with tried men, why not take more pains to instruct new men automatically? At its best the engineman, the conductor, the train man, the track repairer does everything safely not only in April but in February in spite of the cold. At its best he avoids errors and accidents in rush times as well as slack times, and with this idea in view railroad men in every

department should be at their best at all times."

BEFORE DAYS OF OVERTIME.

Veteran Recalls When Fireman Received "Straight \$1.50 per Trip.

J. F. Speck, oil tank foreman, is an old-time railroad man and followed the calling of a locomotive fireman for several years. He does not refer to his railroad life very often, but when he does he can talk the vernacular with the best of them. He first started out at railroad work as a section man in 1874. Shortly afterwards he became a brakeman and remained at that work until 1880, when he became a fireman and followed that work for five years. This was all on what was then known as the Pittsburg, Fort Wayne & Chicago (the old Panhandle route), now a part of the Pennsylvania Lines. When he left the road he came West and never tried it again.

All of his experience was in the days of links and pins, when to be a railroad train or engineman required considerable nerve and courage, at least more than is needed nowadays. Among the relics of his old days, Mr. Speck is the possessor of the last time card he carried in 1885, showing his run, which was from Dennison to Columbus, O. He also has a train slip dated March 23, 1885. On the train slip is shown the names of Engineer Holmes and Conductor Griffon, both of whom are dead, Mr. Speck says.

"Those were link and pin days," Speck explained, "and you will notice on that time card there were only five regular trains each way a day, where there now are three times as many, and the tracks in those days were single, while now there are two and three tracks over the same route I made. The firemen nowadays make \$8 and \$10 a trip, while in those days we got \$1.50 per trip, no matter if it took all of the twenty-four hours to make it. We paid 50 cents a week for a room on the end away from home and sometimes we did not sleep in it more than two or three times. What would the brakemen say today if they were told they would have to work for \$45 and \$50 per month, regardless of overtime they put in. That is what I worked for, and so did all of the other brakemen in those days. There was no big money in it, but we seemed to have more money then than the brakemen of today at the end of the month."

Kansas City's First Railroad.

Back in the days when Kansas City was a struggling little village, and the country was in the throes of the terrible strife between North and South, those left behind looked eagerly forward to the time when the railroad would come.

Those were anxious days. With Leavenworth to the north, a thriving city, which threatened to overshadow the village at the mouth of the Kaw, the inhabitants cried out in joy when the words "The railroad is coming" was passed around from mouth to mouth.

It meant Kansas City was to become a real city; that no longer would it be a mere outfitting post where those struggling for life and riches bought their supplies for trips to the West; that it would be the point to which the products of the hardy pioneers would be sent; that it would become a city with a great future.

Came 50 Years Ago.

And so, just fifty years ago October 2, 1865, the glad words, "The railroad's here and the first train from St. Louis is in," were sounded from one end of the village to the other.

The first railroad was the Pacific Railroad of Missouri, now the Missouri Pacific. The first train, after a laborious trip from St. Louis, pulled into what now are the East Bottoms. As great a crowd as Kansas City could gather met it and there were cheers and waving of flags and general rejoicing.

November 15, 1865, the tracks of the Pacific Railroad of Missouri were extended to the present Grand avenue depot. Grading also was started to Leavenworth and the first through passenger train was run from Leavenworth to St. Louis July 1, 1866. September 10, 1869, the road was completed from Leavenworth to Atchison and through service was established between the latter city and St. Louis.

Ground was broken in Kansas City on July 25, 1860, for the Pacific Railroad of Missouri. The line was built in the direction of Pleasant Hill, Mo., to connect with the main line of the road being constructed west from St. Louis. The railroad was completed to Little Blue July 4, 1864.

On that holiday H. Hale, who had charge of the construction and who afterwards was

superintendent of the western division, from Sedalia to Kansas City, invited the citizens of Kansas City to a picnic at Little Blue. The first engine for the Pacific Railroad of Missouri from St. Louis arrived by steamboat at Kansas City in June, 1864, and was unloaded at about the present site of the Kelly flour mills in the East Bottoms.

It was this engine and four flat cars that Hale used for his picnic party. On these flat cars he constructed board seats for the accommodation of his passengers.

Lines Joined at Pleasant Hill.

The line being extended west from St. Louis and the line extended east from Kansas City were joined at Pleasant Hill on September 19, 1865, but it was not until September 25 that the first train from St. Louis was run over the tracks into Kansas City.

At the time the Pacific Railroad of Missouri entered Kansas City it had forty-eight locomotives against 1,160 operated by the Missouri Pacific today, and a total of fifty-one cars, compared with more than 700 today. The road had 583 freight cars, as against 47,144 at the present time. All freight and passenger cars, as well as locomotives, were insignificant in capacity compared with the equipment in use on the road today. It had 359 miles. George R. Taylor, of St. Louis, was president of the road.

Previous to the completion of the line from St. Louis to Kansas City it took forty hours to get to Chicago by going to St. Joseph by boat, then by rail to Chicago over several small lines, with a short jump on the Mississippi from Hannibal to Quincy by boat.

It took the fast mail train sixteen hours and twenty minutes to make the run between Kansas City and St. Louis. The run is now made in seven hours and ten minutes. The fare was \$14.50, while at present it is \$5.58.

The Missouri Pacific was built as a broad gauge railroad, 5 feet 6 inches. Later it was changed to the present standard gauge of 4 feet 8 inches. In 1870 the gauge on the entire line between St. Louis and Leavenworth was changed in less than ten hours. This was considered a remarkable achievement.

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PORT ARTHUR, TEX.

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ST. LOUIS, MO., 912 Chemical Bldg.

GEO. KASSLING.....General Agent

SAN FRANCISCO, CAL., 220 Sheldon Bldg.

M. F. SMITH.....General Agent

SAN ANTONIO, TEX., 314 Gunter Bldg.

C. M. WILKINSON.....Commercial Agent

SEATTLE, WASH., 516 Colman Bldg.

I. W. DUDLEY.....General Agent

SHREVEPORT, LA., 517 Market St.

A. H. VAN LOAN.....General Agent
A. B. AVERY.....Union Station Ticket Agent
J. W. NORTON.....City Passenger and Ticket Agent

TEXARKANA, TEX.

S. G. HOPKINS, (T. & Ft. S. R'y).....General Passenger and Ticket Agent
G. B. WOOD, (T. & Ft. S. R'y).....General Freight Agent
J. L. LONTKOWSKY, (T. & Ft. S. R'y).....City Passenger and Ticket Agent
J. C. WALKER.....Commercial Agent

KANSAS CITY, MO., K. C. S. Ry. Bldg.

F. E. ROESLER.....Editor of "Current Events"
C. O. WILLIAMS.....Traveling Passenger Agent
ROBERT DICKERSON.....Traveling Passenger Agent

Where Soil and Climate are Never Idle

Long-Bell Louisiana Highland Farms



A Party of Prospective Purchasers Leaving Our Headquarters House at Ludington, La., to Make Inspection of Our Lands.

Since the opening, on January 29th, of our Long-Bell Louisiana Highland Farms, a great number of people are arriving daily at Ludington, La., to inspect the land allotted to them. The Headquarters House at Ludington, La., is in charge of our Field Manager, Mr. A. L. Gibbs, who will be glad to show you the lands. You will be shown all possible courtesies and will be taken over the lands without any cost to you.

SOME OF OUR CROPS AND PRODUCTS.

Sudan and Bermuda Grass, Clover, Alfalfa, Corn, Oats, Cotton, Sugar Cane, Irish and Sweet Potatoes, Oranges, Peaches, Figs and Early Garden Vegetables—twelve months of the year—Cattle, Sheep, Hogs, Horses, Mules and Poultry.

HOW TO SEND RESERVATION.

Select, for instance, 80 acres. Send us \$40.00 as reservation. You will be allotted the land for sale at the price which prevails when your reservation is received, and you will be granted 90 days in which to make inspection of your allotment, and if at the time of inspection the land allotted does not have your approval you may select other land. **First come will be first served.** If for any reason you do not purchase or decide not to make inspection trip or have your allotment inspected for you, your reservation payment will be returned. If you buy, it will be applied on your purchase. The \$18.00 land is the same quality as the \$25.00 land. You can select your own farm, if you so desire, after you make your reservation.

PRICES AND TERMS.

Fifty cents per acre is the Reservation Payment, no matter what land is allotted you.

Price Per Acre.	Time Limit.	Reservations Payment.	Down Payment Made After Inspection.	Balance Annual Inter- Payments. est.
\$18.00	April 2 to June 20, 1916	50c per acre	\$6.00 per acre	3 or 5-yr. 6%
20.00	June 21 to Sept. 15, 1916	50c per acre	6.00 per acre	3 or 5-yr. 6%
22.00	Sept. 16 to Nov. 1, 1916	50c per acre	6.00 per acre	3 or 5-yr. 6%
25.00	Nov. 2 to Dec. 31, 1916	50c per acre	6.00 per acre	3 or 5-yr. 6%

Write us for further information. If you are interested in the South, you will enjoy reading our great book entitled "Where Soil and Climate Are Never Idle," which will be mailed you free on request.

Long-Bell Farm Land Corporation

Suite 406 R. A. Long Building
Kansas City, Missouri